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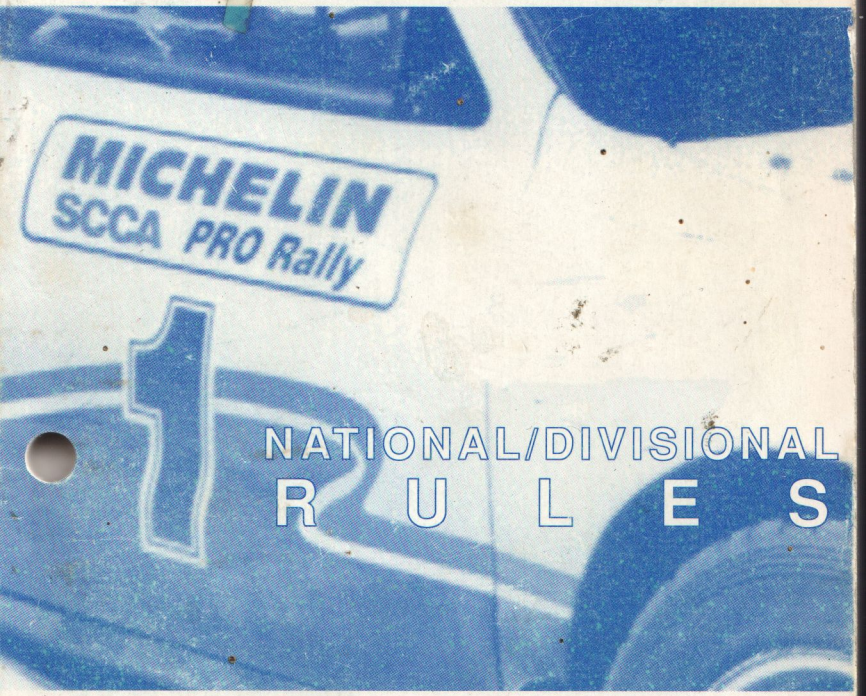

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National / Divisional

PRO Rally® Rules

Sports Car Club of America

1997 EDITION

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FOREWORD

Effective January 1, 1997, all SCCA PRO Rally Rules are superseded by the following SCCA PRO Rally Rules. The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

Questions concerning National /Divisional PRO Rally Rules clarifications should be addressed to: SCCA PRO Rally Board, C/O Rally/Solo Department, 9033 E. Easter Place, Englewood, CO 80112-2105.

Questions concerning medical issues should be addressed to "Doc" Shrader, PRO Rally Medical Administrator (see Section 2.3)

Portions of these Rules differing significantly from previous editions are denoted by a solid black bar in the left hand margin next to the line(s) which have been added, omitted or changed. An example of this "change bar" is at left. Please note that a full edition of the rules has not been published for two years.

Finality of Interpretation and Application

The interpretation and application of the SCCA PRO Rally Rules by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

A. They are familiar with the SCCA PRO Rally Rules and agree to abide by them;

B. Determinations by SCCA officials are non-litigable;

C. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and;

D. If a participant, member, competitor or official initiates or maintains litigation in violation of this provision; that participant, member, competitor or official agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

SCCA PRO Rally Rules

1. PURPOSE

1.1 National PRO Rally

The purpose of this Series is to encourage participation in and support of, on a national basis, rallies offering a driving challenge. The rallies in this series will follow a format prescribed in the SCCA National PRO Rally (NPR) Rules for Organizers (RFOs).

1.2 Divisional PRO Rally (DPR)

1.2.A. Provide a training ground for event organizers, marshals, and competitors separated from the pressures of the National Championship Series;

1.2.B. Provide events which constitute an attractive, easy entry into the sport for both organizers and competitors with a side product of increased numbers of participating SCCA Regions, organizers, marshals and competitors for the sport, thus increasing the visibility of SCCA, Inc. and SCCA membership;

1.2.C. Provide an area of involvement for those manufacturers and support sponsors whose financial structures do not permit full participation in the NPR Championship Series;

1.2.D. Provide a "feeder" system of new events, trained marshals, and experienced competitors to ensure the future growth of the NPR Championship Series with events that become more demanding as they progress up through various layers of competition. The rallies in this series will follow a format prescribed in the DPR RFOs.

Safety and state regulations will be of key importance in competing in, and staging of, PRO Rally Events.

2. ADMINISTRATION

2.1 RALLY/SOLO DEPARTMENT

The Rally/Solo Department (RSD) shall be responsible for the development of rules and standards for the conduct of NPR events and shall establish, supervise, and administer an annual program of events. The RSD shall have complete and final authority on the PRO Rally Rules; their implementation, and standards of conduct before, during, and after an event in the National PRO Rally Series.

2.2 PRO RALLY BOARD

The SCCA Board of Directors (BoD) shall annually appoint a Chairman and up to ***five*** other members to the PRO Rally Board (PRB). The PRB itself may establish and appoint advisory positions to assist with special areas of concern such as safety, marketing, and media components.

The PRB shall be responsible for the development of rules and procedures for the scheduling, organization, conduct, and supervision of NPR and DPR events. To these ends, it shall establish, supervise, and administer an annual program of events. The PRB shall work in concert with the RSD to ensure that both NPR and DPR Rules and procedures mesh smoothly to the benefit of both programs and the many participants who are active in both programs.

1997 PRO Rally Board

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joyiv@aol.com

2.3 PRO Rally Safety Committee

One PRO Rally Safety Steward per Division is appointed by the PRB. A member of the PRB will serve as Chairman of this committee and as National Safety Steward. The PRO Rally Safety Committee (PRSC) shall be responsible to the PRB for the development and maintenance of a uniform plan, requirements, and procedures regarding event, competitor, marshal, spectator, and general participant safety.

CHAIRMAN
Greg Lund
15906 275th Avenue NE
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NORPAC
Rich Olmstead
503 NW 134 Circle
Vancouver, WA 98685
(360) 574-8593 home

2.4 Divisional PRO Rally Stewards (DPRS)

One PRO Rally Steward per Division is appointed by the PRB, subject to the approval of the BoD. Responsible to the PRB for developing, supervising, and administering a program of Divisional performance rallies in accordance with the rules, standards, and procedures established for the DPR Program. Specific duties and tasks are outlined in the SCCA Operations Manual.

SEDIV
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Divisional PRO Rally Stewards, Cont.

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(360) 943-2191 work

NEDIV
Bob Elliott
15 East Washington Street
Rutland, VT 05701
(802) 773-4030 work

3. SCCA PRO RALLY SERIES

The NPR Championship Series will be comprised of not more than 12 events in any one calendar year. In order to be eligible for inclusion in the SCCA NPR Championship Series, a proposed event must meet the requirements of the NPR RFOs and be SCCA-sanctioned.

The DPR Series consists of events divided into three different categories: Coefficients 1, 2 and 3. All rallies are conducted as pure stage format events. Divisional and SuperD Championships for drivers and co-drivers will be determined each year.

4. RULES / RULES FOR ORGANIZERS (RFOs)

These Rules shall govern all SCCA PRO Rally events. SCCA PRO Rally RFOs shall be available to all event organizers. The RFOs shall guide the organizer in the preparation and conduct of the event. Organizers of NPR events are responsible to the RSD for adherence to the National RFOs. Organizers of DPR events are responsible to the PRB for adherence to the Divisonal RFOs. The RFOs shall not serve as a basis for claim by the contestants.

National RFOs will serve only as the general guidelines for the running of Coefficient 1 DPR events. Some variation, especially in timing or control sign formats, may occur at this level; event regulations must detail event procedures. Event formats may vary dramatically at this level; competitors should study each event's regulations carefully.

Coefficient 2 and 3 DPR events will be conducted in accordance with the National RFOs as amended by the Divisional RFOs.

With prior approval of the PRB and the National PRO Rally Series Steward (NPRSS), Divisional events may be run concurrently with a NPR. Competitors may enter either or both National and Divisional (s) as they desire. Driver and co-driver must carry the proper licenses for the event(s) entered.

The RSD reserves the right to make such changes in these Rules, RFOs, and appendices as may be deemed necessary or advisable.

5. Acceptance of PRO Rally Rules

Each rally committee that undertakes to organize an SCCA PRO Rally shall be familiar with these Rules and with the appropriate RFOs and shall be bound by them.

Each participant in an SCCA PRO Rally shall be familiar with and bound by these Rules. Participation shall constitute evidence of that contestant's acceptance of this provision.

6. INSURANCE

6.1 Event Liability / Participant Accident coverage

All SCCA-sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Insurance Handbook or by contacting the SCCA Risk Management Department. The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

6.2 Event Insurance Plan Request Form

Each SCCA PRO Rally must submit a SCCA Event Insurance Plan Request Form and the applicable fees. This insurance request and payment must arrive at the SCCA Risk Management Department at least 14 days prior to the event.

6.3 Insurance Policy

The owner/entrant must warrant having a valid auto insurance policy with liability limits of not less than $100,000/$200,000/$50,000 in force for each vehicle entered (this includes support vehicles). Actual proof of such insurance showing limits must be produced to event officials at registration.

6.4 Incident Reporting

The driver (or owner) of a vehicle participating in an SCCA PRO Rally which is involved in an incident resulting in personal injury or property damage of any kind must report the incident by giving a completed Incident Report Form to the Event Safety Steward or designated representative before the end of the event or as soon as practical thereafter (see also Section 12.14.G for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed SCCA Incident Report and/or yellow card and should file the report within ten days of the incident with the SCCA Risk Management Department.

7. ENTRY REQUIREMENTS

7.1 Official Entry Form

Application for entry in an SCCA PRO Rally shall be made by means of an official entry form provided to organizers by the RSD. The form shall contain or be accompanied by full instructions for its submission which shall mention the date of closing of the seeded draw and of entries. Mailing lists are available from the RSD. Submission of incorrect information on the event entry form may result in forfeiture of competitor's or entrant's rights within these rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

7.2 Number of Occupants

Each car participating in an event shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members, if not approved and posted in advance by the Event Steward. **No substitution of occupants or vehicle is allowed in DPR events.** The driver and co-driver may not switch duties during the event so as to unfairly score championship points.

7.2.A. If driver and co-driver switch and a competitive advantage is exhibited, then the driver giving the car the "competitive advantage" (i.e. the faster driver) will score driver points; the other driver will score co-driver points; the manufacturer will score points as normal.

7.2.B. If driver and co-driver switch and no competitive advantage is exhibited, then the driver, co-driver and car will score championship points as listed on the official entry form.

7.2.C. The Event Steward will determine competitive advantage and will post a notice of his determination as soon as possible after driver/co-driver switching takes place.

7.3 Driver's and Competitor's Licenses

7.3.A. Eligibility Requirements

7.3.A.1. All competitors must be at least 16 years of age and all drivers must hold a valid state automobile operator's license. A learner's permit does not constitute a valid license. Any co-driver not holding a valid state automobile operator's license will not be allowed to drive the competition car at any time during the event.

7.3.A.2. All competitors in any PRO Rally event must be members of the SCCA and hold a valid NPR or DPR license (United States residents or United States citizens);

7.3.A.3. Or hold a valid C.A.R.S National License (Canadian residents or Canadian citizens). Competitors are required to fill out a NPR license

application (free of charge). Mail completed form along with a copy of the applicants' C.A.R.S. license and a valid drivers' license in order to be maintained on the mailing lists and receive a rule book.

7.3.A.4. A current FIA license is required for FIA-listed events. FIA-Rally Only licenses will be issued only to current NPR license holders. All competitors applying for their initial FIA-Rally Only License must have completed a NPR. The NPRSS may waive this requirement. For citizens of the United States, these licenses are available to SCCA members only through the SCCA Central Licensing.

7.3.A.5. Medical Requirements

a. An Annual Health Screening History must be submitted with the license application for a National or Divisional license to be issued or renewed. All candidates who answer any question affirmatively must submit a Physical Examination Form unless granted a waiver by the PRO Rally Medical Administrator.

b. A physical examination will only be required for those competitors with a history of a medical condition or disease, or a condition that necessitates prescription medications or periodic doctor's care (such as: treatment of Diabetes, Hypertension, Heart Disease, Seizure Disorder, Limitations of use, Paralysis, Amputation of any extremity, Lung or Pulmonary Disease). All candidates who answer any question affirmatively must submit a Physical Examination Form unless granted a waiver by the PRO Rally Medical Administrator.

c. An EKG is required of anyone with a history of heart or cardiac disease.

d. Medical care does not mean routine visits for birth control pills, allergies, or antibiotics.

e. Any known medical condition (including pregnancy), which could affect medical fitness to compete shall be reported immediately to the PRO Rally Medical Administrator. The competitor cannot compete until recertified by the PRO Rally Medical Administrator.

7.3.B. National License Requirements

7.3.B.1. All competitors applying for their initial NPR license, those competitors who have not held a NPR license, or those who have not competed in the two previous years, are required to complete a NPR licensing school (not a Divisional seminar) successfully or have finished either one DPR (Coefficient two or three), or a Canadian Regional stage rally event within the past two years.

7.3.B.2. All SCCA licenses expire with your membership anniversary.

7.3.B.3. Other qualifying events and/or a waiver of these requirements may be approved by the NPRSS.

7.3.B.4. The cost of a National license is $95.00. Those competitors, within the same membership year, upgrading a DPR license to a NPR license may credit their paid DPR license fee toward a NPR license fee.

7.3.B.5. A National license will allow a competitor to compete in DPR events as well as NPR events without purchasing a separate license.

7.3.C. Divisional License Requirements

7.3.C.1. All competitors in DPR events and Rallysprints must be members of SCCA and must hold a current, valid Divisional or National PRO Rally license. Previously unlicensed competitors must attend an introductory seminar or an approved PRO Rally school in order to be eligible for a license. Introductory seminars are held prior to each DPR event (contact the event organizer).

7.3.C.2. Any person who qualifies for a Divisional license by meeting all of the licensing and SCCA membership requirements may be issued a temporary license by the DPRS, free of charge and valid for 30 days only.

7.3.C.3. FIA seeded drivers **are excluded** from driving stages in Co-efficient 1 and 2 DPR events. They may however compete as co-drivers at these events. FIA listed drivers may enter Co-efficient 3 DPR Events and Rallysprints as drivers.

7.3.C.4. The cost of a DPR license is $60.00.

7.3.D. License Application Forms

Application forms for National and Divisional Licenses are available from the Central Licensing Department. Licenses wil be issued by Central Licensing upon receipt of properly completed application forms, required attachments, and payment of appropriate fees. License applications are available at PRO Rally events and through a DPRS; however, NPR license applications must be submitted by the applicant directly to the Central Licensing Department.

7.4 Vehicle Registration

As evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner, the car registration certificate or the certificate of ownership must be available for inspection by officials before the start of the event and at any time during its progress. A warrant of insurance (included on official national entry form) must be signed by the vehicle owner which states, "I warrant the competition vehicle has current minimum insurance coverage of $100,000/ $200,000/ $50,000 which meets or exceeds the vehicle insurance standards established and required by SCCA." Cars without the required documents will not start.

7.5 Vehicle Eligibility

7.5.A. Open Class

7.5.A.1. The vehicle must be based on a model built by a recognized manufacturer listed in the NADA Official Used Car Guide. It is the intent of these rules that vehicles competing in the Open Class at NPR Events be based on production vehicles. Innovation and modifications within the rules is encouraged. Non-production based vehicles (i.e. "one-off" vehicles) built from the ground up, are explicitly prohibited.

7.5.A.2. Eligibility is restricted to street-licensed, closed-bodied, four-wheeled vehicles; fabric tops and side panels are prohibited.

7.5.A.3. All vehicles entered in this class must also comply with Appendix 0 to these rules. For DPR events, Group B vehicles are prohibited. Those Group B vehicles which competed in the 1988 season may be given a competition adjustment for use in future seasons. It is incumbent upon the vehicle owner to apply for said adjustment to the PRB.

7.5.B. Production and Production GT Classes

7.5.B.1. The vehicle must be a model built by a recognized manufacturer listed in the NADA Official Used Car Guide.

7.5.B.2. All street-licensed, closed-body, four-wheel vehicles available for retail sales in minimum quantities of 1000 per year in the United States, are legal.

7.5.B.3. No updating or backdating of cars, models, and/or components is permitted.

7.5.B.4. They must be standard models as sold in the U.S., except for authorized changes. A "model" is basic manufacturer's designation (e.g., Dodge Shelby Charger, Dodge Omni GLH, Volkswagen Golf GTI, Ford Mustang SVO, Chevrolet Cavalier Z24; a model is a specific vehicle not a general category).

7.5.B.5. Vehicles titled as "assembled" or "shopmade" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the Production Class rules for that model year. The vehicle identification number (VIN) for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN plate or as the assembled title number stamped in the firewall.

7.5.B.6. All vehicles entered in either one of these two production classes must also comply with Appendix P (or Appendix T for Rallytruck) to these rules.

7.5.B.7. Rallytruck class is incorporated within Production class.

a. Eligible vehicles shall be light-duty, normally aspirated 4/6 cylinder 2WD pickups and normally aspirated six-cylinder 4WD pickup trucks and sport utility vehicles.

b. Vehicles must be model year 1986 or newer.

c. Vehicles competing in this class must also comply with the requirements listed in Appendix T.

7.5.C. Group 5 Class

7.5.C.1. The vehicle must be based on a model built by a recognized manufacturer listed in the NADA Official Used Car Guide.

7.5.C.2. The vehicle must be 2WD, normally aspirated, turbo charged or supercharged models sold in the United States in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engined, front-drive; rear-engined, rear-drive; etc.)

7.5.C.3. All vehicles entered in the class must also conform with Appendix H of these Rules.

7.5.D. Group 2 Class

7.5.D.1. Vehicles must be 2WD normally aspirated models sold in the United States in minimum quantities of 1000. Driver configuration must remain as originally manufactured (front-engine, front-drive; front-engine, rear-drive, etc.)

7.5.D.2. All vehicles entered in Group 2 must also comply with Appendix G of these rules.

7.5.E. Divisional Classes

7.5.E.1. Vehicles that compete in DPR events must pass an annual inspection performed by a licensed Scrutineer within the previous 12 months and have that inspection noted in the vehicle log book. Logbooks may be purchased from Central Licensing by the Scrutineer. Competitors should contact a licensed Scrutineer to obtain a logbook.

7.5.E.2. 2WD Under Class (U2), 2.4 liters and under. 2WD normally aspirated models with adjusted engine displacement, as per Appendix D.

7.5.E.3. 2WD Over Class (02), over 2.4 liters. 2WD models that do not meet the eligibility requirements for Class U2. **All 2WD rotary engines are in this class.**

7.5.E.4. 4WD Open Class (O4). 4WD models.

7.5.E.5. All vehicles competing in the divisional classes must also comply with Appendix D.

7.6 Liability Releases

All entrants, drivers, co-drivers, manufacturers representatives, press, service crew members, rally committee members, workers and all persons engaged in pre-event and event vehicle activities (such as Press Stages) on an SCCA PRO Rally must sign a waiver, prior to the start of the activity, in such form as may be prescribed by the RSD and/or the Rally Committee, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start. Service crew members not signing the waiver will cause the crew they represent to be penalized per Appendix C. The use of identifying arm/ wristband or other credentials are required for all individuals signing the waiver.

7.7 Vehicle Identification

7.7.A. The requirements are as follows:

7.7.A.1. An area at least 30" wide, extending from the top of the door to the bottom of the vehicle, must be reserved on both (front) doors of each competing vehicle for the proper display of SCCA-required numbers, stickers, and sponsor advertising. The top four inches of the windshield must be reserved ***for use as per 7.8.A.*** No other advertising, lettering or art work shall appear in the reserved area. Cars failing to meet these requirements will not be allowed to start.

7.7.A.2. Must carry the designated door panel, along with their appropriate car number, on both front doors of the vehicle. These decals and car numbers must be placed on the vehicle as shown in the diagrams given in Appendix I to these Rules.

7.7.A.3. All competing vehicles are required to display the SCCA approved club decal on each side of the vehicle. This requirement is in addition to the reserved area described in Section 7.7.A

7.7.A.4. All vehicles competing in the Production, Group 2, Production GT, and Group 5 classes will be so designated by the placement of a decal containing the letter(s) "P" (Production/Rallytruck), "G2" (Group 2), "GT" (Production GT), and "G5" (Group 5) following the car's number on each door of the vehicle.

7.7.A.5. The names of both the Driver and Co-Driver must appear on the vehicle in accordance with Appendix I to these Rules. The name must include at least the first initial and the entire last name of each team member in contrasting letters at least one inch high.

7.8 Commercial Advertising

All competing vehicles in an SCCA National PRO Rally may be required to carry event sponsor advertising supplied by the organizers. Any competitor not wishing to carry the event sponsor advertising may be required by the organizer or the NPRSS, to pay an entry fee not more than twice the normal entry fee.

7.8.A. An area at least 14" wide and 10" in height must be reserved on both sides of each competing vehicle for advertising supplied by the event organizer. The top four inches (4") of the windshield must be reserved for use first by the SCCA and secondly by National Event Organizers. If neither group uses the reserved area it shall be available for competitor use. No other advertising, lettering, or art work shall appear in the reserved area.

7.8.B. An area at least 24" wide and 10" in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer. The reserved area must be in the forward ½ the hood, centered from side to side on the hood. No other advertising, lettering, or art work shall appear in the reserved area.

7.8.C. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Articles 7.8.

7.9 REFUSAL OF ENTRY

SCCA reserves the right to bar any member from participating in the SCCA National or Divisional PRO Rally series. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

8. ENTRY FEES

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement.

9. SCRUTINEERING

Each vehicle entered in an SCCA PRO Rally shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection must be conducted under the direction of an appropriately licensed SCCA Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the RSD and the organizer.

Items to be checked, in addition to those prescribed in Articles 9.1 and 9.7 will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed in Article 9 and/or the event's Supplementary Regulations shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the organizer may direct.

Any obvious illegalities in vehicle preparation and/or eligibility for the class entered noted during scrutineering shall be reported by the Chief Scrutineer to the Event Steward who will adjudicate the situation. Vehicles that do not meet the safety requirements will not be allowed to start. Competitors whose vehicles do not meet the regulations for the class entered may choose to run in the appropriate class. A scrutineering sticker must be displayed on all competing vehicles prior to starting an event, and at all times during the event. Vehicles may be subject to further inspection at any time during the course of the event by a rally official. Vehicles found to be unsafe will be barred from further competition.

All vehicles must be presented in a neat and clean condition so as to not reflect poorly on the event or the series. All SCCA required and event required decals must be in place.

NOTE: Vehicles that compete in DPR events must pass an annual inspection performed by a licensed SCCA Scrutineer within the previous 12 months and have that inspection noted in the vehicle log book.

9.1 Minimum Requirements

The following vehicle equipment shall be operable and in a safe condition:

9.1.A. Headlights (high and low beams), parking lights and auxiliary driving lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield. It must be possible to extinguish all forward facing driving lights and dim to low beam all headlights by the use of a single switch.

9.1.B. Taillights and stoplights.

9.1.C. Horn, windshield wipers, windshield washers, and directional signals.

9.1.D. Rear-view mirror.

9.1.E. Foot brakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).

9.1.F. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited. Further, all tires must have a minimum tread depth of 2/32", measured across the complete tread surface.

9.1.G. Mud flaps on all drive and rear wheels.

9.1.H. Roll cage meeting current SCCA or FIAspecifications. SCCA specifications are listed in Appendix Z to these rules. Contestants wishing to build a roll cage to FIA specifications must provide evidence of compliance with those specifications at all PRO Rally safety inspections. Non-ferrous (aluminum) roll cages are not allowed.

9.1.I. All vehicles must be equipped with, and all competitors must use, occupant restraint systems as specified in Appendix Y of these Rules.

9.1.J. A laminated safety glass front windshield.

9.1.K. Battery. If the battery is located in the driver/co-driver compartment or the compartment containing a standard fuel tank, it must be equipped with leak proof caps enclosed in a non-conductive "marine type" box. The hot terminal must be insulated on all cars. All batteries shall be securely attached to the primary structure of the vehicle.

9.1.L. Hoods must be fixed closed with hood pins accessible from the outside. Other fastening devices, inside or out, must be rendered inoperative. For rallytruck and production classes: hood pins will be optional. Either you follow the existing rules **OR** you leave the manufacturers system intact.

9.1.M. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, secureness of seats, proper mounting of equipment in passenger compartment, and trunk. It is highly recommended that items heavier than eight ounces not be secured with a bungee cord, but rather should be attached using conventional fasteners or a buckled strap. The appropriateness of the attachment is at the discretion of the Chief Scrutineer.

9.1.N. Two hooks, painted red or yellow, must be securely mounted to the vehicle, one in front and one in the rear. These must have an I.D. of at least one and a half (1½) inches and be capable of supporting the weight of the vehicle if it were being towed out of a dangerous location.

9.1.O. Cameras and camera mounts shall be of a safe and secure design. The camera shall be secured at a minimum of two points on different sides of the camera, neither of which attachments may be elastic or plastic.

9.1.P. The floor pan and firewall must prevent the passage of exhaust fumes, or the vehicle must be adequately vented to prevent asphyxiation.

9.1.Q. Each car must have aboard, in an accessible location, the following items of safety equipment:

9.1.Q.1. First-aid kit (Johnson & Johnson Auto First Aid Kit or equivalent). It is recommended that all competitors in SCCA PRO Rally events complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.

9.1.Q.2. Minimum of three D.O.T. reflective triangles.

9.1.Q.3. Fire extinguishers meeting the following requirements:

a. For normally aspirated cars: dry chemical or Halon (1301 or 1211) of at least 20 B:C, UL rating in a maximum of two containers. Additional containers to provide capability beyond the first 20 B:C are allowed.

b. For turbocharged cars: dry chemical or Halon (1301 or 1211) of at least 20 B:C, UL rating in a maximum of two (2) containers. Additional containers to provide capability beyond the first 20 B:C are allowed.

c. Cars with on-board fire systems: above requirements must be met in fire extinguishing capabilities; but this must include a hand-held extinguisher of at least 10 B.C.

d. Dry chemical extinguishers must bear certification that they have been serviced annually. Each dry chemical extinguisher shall be removed at scrutineering and shaken to ensure that the chemical is not compacted in the extinguisher.

e. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick release type.

9.1.Q.4. Tow rope

9.1.Q.5. If the vehicle competes with the driver's and/or co-driver's side window in the down position, a window safety net must be in place. The window net shall be equipped with a quick-release device. Nets shall be attached to the roll cage; plastic buckles and elastic cords are not permitted. Refer to diagram in Appendix Y, "Proper Window Net Installation," for additional information on mounting methods.

9.2 Fuel Containers

No gasoline other than that carried in the fuel tanks shall be carried in any vehicle. No fuel tanks, except SCCA-approved fuel cells, may be

fitted in, or encroach upon, the passenger compartment. If conventional fuel tanks are fitted in the luggage compartment, there must be a fireproof bulkhead separating that compartment from the driver/co-driver compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle.

Fuel pumps, filler, and filters shall also be isolated from the driver/co-driver by a fireproof metal bulkhead. Any nonstandard fuel line located in the passenger compartment shall be made of metal or a metal braided (Aeroquip type) construction, with self sealing threads at all connections.

Note: Fuel cell specifications are contained in the SCCA General Competition Rules (GCR).

9.3 Power Windows

The replacement of electrically operated windows by manually operated ones is optional.

9.4 Power Door Locks

Power door locks are prohibited and must be rendered inoperative or replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the RSD.

9.5 Sunroofs and/or Roof Panels

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels must be replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.

9.6 Noise Check

A noise check will be conducted at each event. The maximum allowable level cannot exceed 86 dba for any competing vehicle. The noise check should be conducted in the following manner: with the sound meter 50' from the left side of the vehicle and the vehicle in a stationary position;

run the engine up to 4000 rpm, momentarily hold at 4000 rpm and close throttle return to idle. Measurements are to be determined using the "fast response" setting on a suitably calibrated sound meter.

9.7 HELMETS

9.7.A. Safety helmets for both driver and co-driver must be approved by the Snell Foundation with a Snell sticker of 1985 or later Special Application (SA85). Note: An M85 or later (motorcycle spec) is not acceptable.

9.7.B. The back of each helmet must be labeled in a neat manner with the following information about its wearer: Name, date of birth, blood type, allergies, date of most recent tetanus immunization, and other pertinent medical history (i.e., diabetes, etc.). Helmets that do not pass scrutineering will be confiscated and returned after the event.

9.7.C. A final decision on New Snell approval dates will be made in conjunction with SCCA Club Racing. A lead time of at least 9-12 months is expected.

9.8 DRIVING SUITS

Driving suits manufactured of an SCCA-approved fire retardant material, complete with identification per Appendix I to these Rules, must be worn by both the driver and the co-driver at all times during the event.

Driving suits must effectively cover the body from the neck to the ankles and wrists be manufactured of fire resistant material and be in good condition, free of defects, holes, cracks, frays, etc. One piece suits are highly recommended. All suits shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Durette, Fypro, PBI, or Kevlar. The following specific manufacturer's material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, and Durette X-400. FIA homologated driving suits and underwear are recommended.

Driving suits are recommended but not required for Divisional Coefficient 1 events.

10. VEHICLE LOG BOOK

A standard SCCA vehicle log book shall be used by all competitors at all PRO Rally events. Vehicles without log books will not be allowed to start. Only one log book will be issued for each vehicle (other than by way of extension or replacement) and the possession of two log books for one vehicle at one time shall be deemed a violation of these rules.

The log book shall be issued by a currently licensed Scrutineer. Each vehicle will have an identity number corresponding to that of its log book permanently stamped on its roll cage. The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash(-). The vehicle number system beginning with the (001) shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

At each event, this log book must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. During Scrutineering all deviations regarding both safety and legality will be noted by the Scrutineer. If a waiver for the event is permitted the duration of the waiver must be noted and complied with by the competitor. If a car is protested during an event, the results of this protest must be noted.

Log books must be presented to any Rally official upon demand. Competitors will retain possession of the log book upon completion of scrutineering. Safety-related damage may be entered in the log book by rally officials. C.A.R.S. Vehicle History Log Books are to be accepted at all SCCA events. Any violation of Article 10 will subject the competitor to license suspension and/or fine of up to $250.00.

11. SUPPLEMENTARY REGULATIONS

Each SCCA PRO Rally shall have supplementary regulations covering areas NOT specified in these Rules and adding to rules contained herein.

The supplementary regulations for an SCCA PRO Rally shall include information such as schedules, local maps, local laws concerning vehicle preparation, (i.e. headlights and bumpers) awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction "exception" has been granted by the NPRSS, RSD, or the PRB, (these exceptions must be noted as such in the Supplemental Regulations) supplementary regulations may not alter or contradict the PRO Rally rules. If such contradictions occur, the PRO Rally rules shall take precedence over the supplementary regulations.

Organizers will make all attempts possible to list in the supplemental regulations any deviations from the NPRR (as "exceptions"). However, changes occuring at the last minute, before, and during the event, and published in written bulletins on the notice board or as verbal instructions from bonefide officials, must be deemed official and correct. Thus a protest may not be based on the fact that certain changes to the NPRR's and Supplemental Regulations were not listed as "exceptions" before the event.

Supplementary regulations shall be mailed by first class mail to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event. Changes to the supplementary regulations will be issued in writing.

12. THE EVENT

In order to be eligible for SCCA-sanction, events must meet the following standards.

12.1 Description

The RSD requires that events in the PRO Rally Championship Series follow a stage rally format. The stage format is a series of special stages connected by a series of low speed transit sections.

12.2 Speeds

Time assigned to transit sections will take into consideration varying speed limits, either posted or unposted, along the route. This time will also allow competitors to complete time control procedures at a stage finish and will further allow for "quiet" zones.

Any stage road on which traffic will be controlled for the duration of the rally will have a zero target time assigned for scoring purposes.

12.3 Length

12.3.A. National Events

There are two types of events awarding NPR Championship points: Coefficient 5 (Full Nationals) must have at least 100 miles or 140 minutes of special stages; and Coefficient 3 (60% Nationals) must have at least 65 miles of Special Stages.

12.3.B. Divisional Events

Coefficient 1 competition includes two distinct types of events: pure stage format rallies and rallysprint events. Rallies must have a minimum of ten stage miles and a minimum of two stages in the course. Maximum stage mileage for this level of rally is 25 miles. No minimum mileage requirement is applied to rallysprint events.

Each Divisional Coefficient 2 rally must have a minimum of 40 and no more than 75 stage miles and a minimum of 5 stages in the route.

Each Divisional Coefficient 3 event must include a minimum of 65 and no more than 100 stage miles in the route. These will tend to be larger events resembling the NPR events.

12.4 STARTING ORDER

The starting order for entrants on all NPR events must be determined by a seeded draw using the mandatory seed groups listed below. Competitors must enter and compete in the highest seed group for which their qualifications make them eligible.

For seeds FIA, 1, 2, and 3, the draw within each seed shall be in the following order: Open, Production GT, Group 5, Group 2 and Production/ Rallytruck.

For seeds 4, 5, 6: All classes in each seed shall be combined, then drawn.

The time, place and method of draw must be either stated in the event's entry or supplementary regulations. A listing of all competitors qualified for Seeds FIA, 1, 2, 3, 4, 5, 6 is maintained by the NPRSS for National events and the DPRS for Divisionals. The Event Steward may change the starting order for safety reasons.

An overall re-seed may be made after 15 stage miles; re-seeding within seed is allowed at any time convenient to the organizer.

12.4.A. National Seed Listings

Seed FIA FIA Internationally seeded drivers plus those drivers having accumulated 65 or more seeding points in their best five events during the current calendar year and/or the two previous calendar years. FIA listed events will draw FIA "A" drivers and "B" drivers as separate seeds. NPR events will draw FIA "A" and "B" drivers as one seed.

Seed 1 Drivers having accumulated 25 or more seeding points in their best five events during the current calendar year and/or the two previous calendar years.

Seed 2 Drivers having accumulated seven or more seeding points in their best five events during the current calendar year and/or the two previous calendar years.

Seed 3 Drivers having finished one time in the top 15 places and one time in the top half of the finishers in events for which seeding points are awarded, during the current calendar year and/or the two previous calendar years. This cannot be accomplished in one rally.

Seed 4 Drivers having finished one time in the top 50% of the finishing field in an event for which seeding points are awarded, during the current calendar year and/or the two previous calendar years; or having finished one time in the top two places of a Coefficient 3 DPR with at least ten starters in the current calendar year and/or the previous two calendar years; or having finished one time in the top 15 places of an event for which seeding points are awarded, in the current calendar year and/or the two previous calendar years.

Seed 5 Drivers having finished one time in the top 50% of the finishers in Seeds 5 and 6 in an event for which seeding points are awarded, during the current calendar year and/or the two previous calendar years.

Seed 6 All others; Competitors who have not finished a NPR must attend a mandatory Steward's Briefing prior to the start of any NPR event in which they are entered.

NPR license holders may petition the NPRSS by presenting extraordinary circumstances or results, which would influence their seeding.

In **no** case may a competitor lose more than one seed group from the highest seed group which they have ever attained. Any seeded competitor who does not finish a NPR over a two year period will be dropped from the seeded drivers list. Re-entry onto the seeded drivers list will be handled on a case by case basis.

Drivers earn seeding points by finishing in the top 15 overall positions in any NPR (Coefficient 5). Points for each finish position are awarded on the same basis as the SCCA NPR Championship Series, (i.e., 1st-20 points, 2nd-15 points, etc.)

Canadian residents and citizens will be afforded the same seed as they maintain on the C.A.R.S. seed list. Non-FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to the NPRSS to assure proper seeding. The foreign competitor will be placed in a seed group at the discretion of the Event Steward.

All FIA, 1, 2, 3 Seeded Drivers who have entered any NPR Series Event before the seeded draw will be guaranteed a starting position for that event. All other entries will be selected based on their seed group.

The seeding list will be updated by the NPRSS after each SCCA-sanctioned NPR. Seeding positions can be bettered, but not reduced, during the calendar year.

12.4.B. Divisional Seed List

For the purpose of establishing a safe and orderly starting order at DPR events and Rallysprints, the following Divisional seed groups will be used:

Seed 1 Drivers listed on the NPR Seeding List in Seeds FIA (Coefficient 3 only), One and Two.

Seed 2 Drivers listed on the NPR Seeding List in Seeds Three and Four or drivers with a top three finish at a DPR.

Seed 3 Drivers listed on the NPR Seeding List in Seeds 5 or drivers with at least one top ten finish at a DPR.

Seed 4 Drivers with an 11th overall or lower finish at a DPR.

Seed 5 Drivers yet to finish a DPR.

Seed 6 Drivers who have not yet competed in a PRO Rally.

The DPRS, or his authorized agent, may change the starting order of any Divisional event for safety reasons.

12.5 Route Book

12.5.A. All NPR and Coefficient 2 and 3 DPR events must use the standard Route Book format as described in the current National RFOs:

1. Top information area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, page number, etc.)

2. Page Columns (reading from the left margin):

   Column 1 Numerical line reference number, beginning at the number "1" and numbered consecutively throughout the route book or beginning at the number "1" at the top of every page.

   Column 2 Overall cumulative official mileage from the start of the rally or the last point at which mileage was zeroed (MTC, RGC, or ATC).

   Column 3 Interval mileage from the preceding instruction.

   Column 4 A map diagram (tulip or alpine) showing the correct route at all instructed intersections.

   Column 5 Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).

   Column 6 Decreasing remaining mileage from each instruction to the end of the road section.

3. Bottom Information Area: Gives the mileage to the next instruction of the following page.

12.5.B. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. The object of the NPR Series is to offer a driving challenge, course following is to be easy as possible.

12.5.C. Course arrows will normally be used to indicate the correct route or to identify a hazard (downward facing). They will be placed at (within 20 ft.) the action point on the right side of the road. Since course arrows and banners are supplemental to the Route Book they shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, the route book will prevail.

12.5.D. Changes to the route book should be implemented via written instructions.

12.6 PRACTICE AND PACE NOTES

Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check.

Practicing in the area of an event shall be banned for a period of 90 days prior to each PRO Rally. Practicing is defined to be reconnaissance of the rally route in any vehicle, whether driver or passenger. The penalty for violation of this regulation shall be a mandatory one year suspension of the competitor's FIA and/or PRO Rally License(s).

Pace notes shall be banned on PRO Rally events and each event should conduct at least one control to check for the presence of pace notes in competing cars. The penalty for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory three-month or two National events (whichever is shorter) suspension of their FIA and/or PRO Rally License(s), and immediate disqualification from the event.

Pace Notes are defined as detailed notes on the route prepared in advance. Notes prepared during competition are not considered Pace Notes.

12.7 STAGES

12.7.A. The stage must be identified in the route instructions, with mileage for the start and finish control.

12.7.B. Competitors shall start the stage at the "00" second mark of their "time out minute".

12.7.C. Competitors must start the stage on separate minutes.

12.7.D. All intersections within a stage shall be controlled by a marshal (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).

12.7.E. There shall be no habitation within the stage unless the occupants consent in writing.

12.7.F. The road chosen as the stage shall be of such a nature that it is virtually impossible to sustain a speed in excess of legal maximum speed and shall be suitably marked to prevent incorrect course following.

12.7.G. During stages, both driver and co-driver must wear helmets and driving suits conforming to the Article 9.7 and 9.8. *Driver's suits are recommended for Coefficient 1 events.*

12.7.H. The occupant restraint system required in Article 9.1.I must be worn at all times during the event.

12.7.I. Windows in the driver and co-driver doors must be rolled-up during stages. Window safety nets must be used in lieu of having windows rolled-up during stages. (See Appendix Y, Proper Window Net Installation.)

12.7.J. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by the Event Steward. If a competitor encounters moving non-Rally traffic, they should stop the civilians and hold them until they (and the next competitors) can decide the best course of action to ensure that the civilians do not continue down the stage and endanger all involved.

12.7.K. Competitors shall not drive a stage road in the opposite direction of the rally route while the stage is open for competition.

12.8 CONTROLS

12.8.A. General Information

1. All Controls must be noted in the route book, except Observation Controls which must not be referenced in the route book.

2. Competitors are required to stop with their cars and have their passage checked at all controls and in the correct order; failure to do this will result in the competitor being classified a DNF.

3. Should a Control not be placed, the arrival time at the next control which is in place should be calculated by adding the transit time and the "bogey" (slow) time for the stage, if applicable, plus three minutes for each control not placed. (Thus six minutes if both start and finish of a stage are not placed.) An ATC, with a stage start, is considered one control.

4. The target time for covering the distance between two controls of a transit section will appear on the Time Card; should a discrepancy occur between the Route Book and the Time Cards or the Time Cards and the marshal logs, the Time Cards should be deemed official and correct.

5. Throughout the event, the Official time will be the local time synchronized with WWV; all controls will have Official time available to competitors. Hours and minutes may be shown either in a 12 or 24-hour clock format.

6. All controls, (i.e., Observation, MTC's, Arrival with Start Controls, and Regrouping Controls), will be indicated by means of SCCA-approved signs. The beginning of the control area is marked by an open gate sign; at a distance of about 100', the position of the control car is marked by a clock sign; the end of the control area, approximately 100' farther on, is marked by a cross bar sign.

Should this sign not be placed, the competitors must assume that the Control Zone has ended 100' after the Time Control sign or Special Stage start sign.

7. All control areas, (i.e., all areas between the open gate sign and the cross bar sign) are considered Parc Fermes (see Article 12.8.G). Competitors will be considered to be in the control area the moment they check into the control, whether or not their car is within the physical boundaries of the control zone. A ten minute penalty will be assessed for violation of this rule. However, the cleaning of windows and lights is authorized, providing this act does not hinder the operation of the control.

8. The target check-in time is the responsibility of the competitors, who may consult the official clock at the control before handing the marshal their time card. However, the control marshal may not give them any information on their target check-in time.

9. Controls shall be ready to function 15 minutes before the target time for the arrival of the first competitor. Unless officially changed, the controls will close 15 minutes after the target time of the last competitor, plus exclusion time.

10. Competitors must follow the instructions of the marshal in charge of any control. Failure to observe this may lead to exclusion from the event or a ten minute penalty, at the discretion of the Event Steward or the Event Chairman.

11. Competitors may not mark on the time cards (except car numbers at the top of each page). Failure to observe this may lead to exclusion from the event or a ten minute penalty, at the discretion of the Event Steward or the Event Chairman.

12.8.B. Observation Controls

Observation Controls are used to check for contestant violations of state or local laws (especially speeding) in transit sections, contestants' use of "Pace Notes" in stages, and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a

known distance from a preceding control or may be checked by radar, the latter being preferred. When used to check for pace notes, it should be located co-incident with a Start or Finish Control. In any event, some type of mark must be given out on the time cards, to verify the contestants' passage.

Each event should have at least one Observation Control for the purpose of determining if competitors' cars are adhering to state vehicle codes. Competing cars determined to have violated these rules shall be disqualified or penalized per Article 12.9.

12.8.C. Timing Controls

1. A crew member may enter the control zone on foot and check the clock, prior to handing in the time card. The other crew member and the car do not need to be in the control zone at that time.

2. The target check-in time is the time obtained by adding the ideal time allowed to complete the transit section to the finish time of the Special Stage, or to the out time from the previous time control, these times being expressed to the minute (the seconds having been dropped).

3. Checking in can only be carried out if the two crew members and the car are in the control zone and within the immediate vicinity of the control. The check-in time will correspond to the exact moment at which one of the members hands the time card to the marshal. Then the control marshal marks on the time card the actual (and official) time at which the card was handed to him, the "Time In".

4. Should a blockage occur at an ATC and the competing crew is unable to reach the timing line (the clock sign) with their vehicle, one of the drivers must check-in during their correct minute, by handing their time card to the marshal during that minute. Failure to do so will result in an early or late time assessment.

5. The competitor does not incur any penalty for checking-in before time (early) if the vehicle enters the control zone during the target check-in minute or the minute preceding it. If a crew and car enters a control zone more than one minute before their check-in time, the marshal shall note this occurrence and make a report to the Event Steward.

6. The competitor does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the check-in minute. Example: a crew who is supposed to check-in at a control at 18:58 shall be considered to be on time if the check-in takes place between 18:58:00 and 18:58:59.

7. At a MTC crews may check-in before the target time without incurring any penalty if the crew announces the time to the minute which they want to be checked-in and providing that minute has not already passed. If the requested minute has passed, they will be given the current minute.

8. Any difference between the actual check-in time and the target check-in time will be penalized as follows:

   For early arrivals: One minute per minute or fraction of a minute.

   For late arrivals: One minute per minute or fraction of a minute, unless specified in the Supplementary Regulations. (The only other possibility is 12 seconds per minute (20 hundredths)).

12.8.D. Stages

1. At an ATC, followed by a start control for a stage, the following procedure shall be applied:

   These two controls shall be included in a single control area, the signs for which shall be laid out as follows:

   a. Open gate sign (beginning of zone)

   b. Clock sign (timing car), at a distance of about 100'

c. Furled flag sign (start of stage), at a distance of about 200'

d. Cross bar sign (end of control zone), at a distance of about 100' (if used)

2. Each control shall be equipped with at least two accurate time pieces.

3. Competitors are forbidden to drive in the opposite direction to that of the rally, under pain of action by the Event Steward.

4. At the ATC at the end of a transit section, the marshal shall enter on the time card the check-in time of the crew, and also its ideal starting time for the following special stage. The marshal will normally allow two minutes between these times, and the crew must be ready to start at that time. The starting interval between all cars for special stages will be one minute, unless retirements or lateness has caused a longer interval or the organizer has extended the interval for the entire field in the interest of safety.

5. It is permissible, if agreed upon by both competitors, for two competitors, running consecutively on the road, to switch positions on the road. The final decision on this switch will rest with the control marshals and shall not result in any competitor gaining an unfair advantage, such as a two minute "window."

6. Start of a stage will be as follows:

   a. The crew and the car will go immediately to the start of the stage (furled flag sign). The marshal there will enter on the competitor's time cards the actual starting time for the stage, hour + minute, which will normally correspond to the ideal starting time. The time cards will be handed back to the crew and will countdown aloud: 30 - 15 - 10 and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given, at which time the car must leave.

b. The actual start of the stage may only be delayed in relation to the ideal scheduled time by the control marshal in a case of "force majeure."

c. In the case of a discrepancy between the ideal and actual recorded times, the actual starting time of the stage will be official.

7. A false start, particularly one made before the marshal has given the "go" signal, shall be penalized by two minutes. The starting marshal is the sole authority in regards to a team's starting time.

8. Stages will end in a flying finish; stopping between the flying finish and the clock sign is forbidden. At a distance of 0.1 to 0.3 mile after the finish, the competitors must stop at a control indicated by a clock sign to have their finishing time entered on the time card (hour, minute and second). The end of the control zone at the finish of a stage shall be marked with a cross bar sign (if used). After receiving the time cards back from the control marshal, the competitors must leave the area immediately.

9. Exclusion from the event

a. Maximum Permitted Lateness (MPL) shall not exceed thirty (30) minutes for an entire event, or for separate sections of an event, as stated in the Supplemental Regulations. MPL will be accumulated by exceeding the time allowance between two timing controls or the bogey (slow) time allowance for a Special Stage, or a combination of the two. The penalty for exceeding MPL is exclusion from the event.

b. In no case may early arrival at controls be used as a means of reducing accumulated MPL.

c. Exclusion for exceeding the maximum permitted lateness may only be applied at an MTC, a regrouping control or the end of the rally.

d. The Maximum Permitted Earliness (MPE) for the entire event will be ten minutes. Exceeding ten minutes earliness will cause the competitor to be excluded from the event.

12.8.E. Regrouping Controls

1. Regrouping controls may be set up along the route; their entry and exit controls shall be subject to the general rules governing the time controls. These should **not** be considered MTC's, and thus early arrival is **not** permitted.

2. The purpose of these regrouping controls will be to reduce the intervals which may occur between competitors as a result of late arrivals or retirements. The re-starting time from these regrouping controls and not their length must be taken into account.

3. On arrival at these regrouping controls, crews will receive instructions on their re-starting time. They then must drive their car immediately and directly to the designated parking area, Parc Ferme, Parc Expose, or service area. The re-starting order shall be that of arrival order, unless a reseed has occurred. A new set of time cards may or may not be issued.

12.8.F. Parc Expose

A location where a competitor is required to bring the vehicle, as stated in the Supplementary Regulations, for public viewing. Anyone may enter a Parc Expose area. Vehicle checking, tuning, or repair is allowed by either the competitor or their service crew.

The Supplementary Regulations will specify the time and place where the Parc Expose will be located. If a Parc Ferme is also incorporated with the Parc Expose, then the two locations should be the same to avoid the need for competitors to move their cars.

The Parc Expose is under the control of the appointed Rally Officials; these officials are authorized to give orders to the competitors. The Parc Expose may become a Parc Ferme at a time specified in by the organizer.

Competitors may be required to bring their cars to a Parc Expose no more than six hours before the start. Failure to report on time, to a Parc Expose before the start, will result in a fine of $100.00, payable to the Event Steward.

12.8.G. Parc Ferme

The Supplementary Regulations shall specify the place and time of the Parc Ferme. It shall be of adequate size and well closed off to ensure that no unauthorized personnel may gain access. The surveillance shall be carried out by rally officials; these officials are responsible for its operation.

Inside the Parc Ferme, only rally officials may enter. Failure to report on time, to Parc Fermes before the start, will result in a fine of $100.00, payable to the Event Steward. As soon as the drivers have parked their car, they must leave the Parc Ferme. They will be allowed to re-enter (or enter) the Parc Ferme ten minutes before their re-start (or start) time; any violation of the latter will result in a time penalty similar to early arrival at a time control.

No operation, checking, tuning or repair, including tire changing and refueling, is allowed in a Parc Ferme. If the organizers or the Event Steward consider that a car is so defective that normal road traffic may be affected, the car must be repaired in the presence of a rally official. The minutes needed for repair will be penalized similar to late arrival at a time control. If the competitor cannot present his car in a road worthy condition, to the MTC Out, during his proper start minute, a new start time will be assigned to keep the competitor from trying to regain the minutes lost.

Control zones are considered Parc Fermes.

12.9 TIME ASSESSMENTS

The Event Organizer or Event Steward has the right to correct any obvious and substantiated timing errors.

All official time assessments may be made in either minutes and seconds (preferred) or minutes and hundredths. However, if minutes and hundredths are used, the final score must be transferred to hours, minutes and seconds for use with the overall results. The following time assessments will apply to all PRO Rally events:

12.9.A. One second for each second taken to traverse a stage.

12.9.B. One minute for each minute early at a Time, MTC, ATC, or Regrouping Control.

12.9.C. One minute (or 12 seconds (20 hundredths), if so specified in supplementary regulations) for each minute late at a Time, ATC, MTC, Regrouping Control, Parc Expose, or Parc Ferme during the rally.

12.9.D. Two minutes for starting a stage before the starter has given the signal to "go."

12.9.E. Exceeding speed limit at Observation Ccontrols.

(.5 min penalty/each)		(1 min/each)		(2 min/each)	
MPH over=minutes		MPH over=minutes		MPH over=minutes	
6	.5	11	3.5	16	9.5
7	1.0	12	4.5	17	11.5
8	1.5	13	5.5	18	13.5
9	2.0	14	6.5	19	15.5
10	2.5	15	7.5	20	17.5

For every mph more than 20 mph over the speed limit, an additional five minutes. In addition, for greater than 15 mph over the speed limit, the Event Steward may exclude competitors who are deemed to be operating in an unsafe manner.

12.9.F. Five minutes and/or discipline per section 15.3 for unreasonable delay of another competitor on a stage.

12.9.G. Five minutes for initial traffic citation (other than speeding see Article 12.9.E. above); exclusion for additional citation.

12.9.H. Ten minutes or exclusion, at the discretion of the Event Steward or Event Chairman, for refusing reasonable directions from a rally official or for competitors marking on their time cards.

12.9.I. Ten minutes for violation of rule 12.8.A.7 (working on vehicle within a control area).

12.9.J. Ten minutes for violation of Article 12.8.G (working on vehicle within Parc Ferme).

12.9.K. One minute of MPL will be accumulated for each minute of late arrival at a Time, MTC, ATC or Regrouping Control and for each minute, in excess of the bogey time, taken to complete a stage.

12.9.L. One minute of MPE will be accumulated for each minute of early arrival at a Time, MTC, ATC or Regrouping Control.

12.9.M. For a competitor to be scored, he must have:

1. Complied with 12.8.A.2 (passage recorded at all controls in the correct order); and

2. Completed all stages in their entirety, as prescribed by the instructions in the route book; an instruction consists of all columns of a numbered line. Non-compliance will result in the competitor being assessed the slowest time for the stage for the first infraction, and exclusion for the second.

12.9.N. When a stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the steward(s) consider that the slowest time set is abnormal, he (they) may choose a time that seems most suitable amongst the three slowest times set prior to the stoppage. No competitor who is totally or partially responsible for the stoppage of that stage may benefit from this measure.

12.9.O. Under penalty of exclusion, a competing vehicle shall not be moved, after starting an event, by other than its own power except:

1. By unplanned assistance by towing or pushing. The car may not be moved by use of trailers, dollies, tow trucks, or other devices which allow the vehicle to be towed without its wheels on the road surface. Unplanned assistance may not come from any person working as part of a service crew during any portion of the event. Unplanned assistance may come from any other person or competitor; or

2. By official permission or instruction.

Under 1 and 2 above, any crew found to have unreasonably delayed another competitor by their actions, their team shall be excluded from the event.

12.10 QUIET ZONES

Quiet zones are portions of the rally route where competitors must proceed under the following conditions:

- Maximum speed specified in the Supplemental Regulations or Route Book; or, if none specified, five (5) mph below the speed limit,
- No driving lights, low beams only, and
- Make as little noise as possible.

The penalty for violation of this rule is five (5) minutes.

12.11 Course Opening and Closing

Each PRO Rally shall employ a minimum of one course opening vehicle to precede the first competitor on the route by approximately 30 minutes. NO competition vehicle will be allowed to begin any stage before the course opening vehicle has cleared the stage and declared it open for competition.

Every PRO Rally Series Event shall utilize at least one course closing vehicle for the purpose of accounting for all competitors and control closing. Another vehicle(s) (sweep) must be assigned to aid stranded competitors and their cars.

12.12 Force Majeure

While event organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. The obstruction is "Force Majeure".

Such unexpected obstructions are generally the result of three conditions:

1. Conditions of Force Majeure
2. Conditions created by competitor error
3. Conditions created by organizer error.

Claims arising from conditions created by organizer error (3 above), may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of Force Majeure (1 above) or Competitor error (2 above), are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per the PRO Rally Rules, or deny the Organizer's rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field. The Event Steward has the authority to adjust a competitor's time on a stage or transit if the Steward feels that the safety of another competitor was at stake.

12.13 SERVICE CREWS AND SERVICING

Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel; **or** repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car. Unplanned assistance by anyone other than a service crew will be permitted at any point along the rally route, except as forbidden in Parc Fermes, Control Zones, etc. Accepting help from the sweep crew is therefore allowed.

12.13A. Servicing is only allowed at the times and locations designated in the Route Book or Supplementary Regulations. Servicing at other locations on or off the route is forbidden.

12.13.B. Each service vehicle and all members of the service crew must register with the organizer and sign the SCCA Waiver and Release. Servicing by unregistered people is not permitted. All vehicles which are to be used during the event must be listed on the service crew vehicle registration form. This includes service vans, rental cars, or any other car carrying service crew personnel. Furthermore all personnel riding in these vehicles must register/sign the waiver. (Remember that only registered service personnel can work on the rally vehicles.)

12.13.C. Service vehicles are required to carry fire extinguishers in accordance with Article 9. Any time service is being performed the fire extinguisher must be out of the service vehicle, and readily available. During refueling one crew member shall have the fire extinguisher in hand in close proximity to the refueling procedure.

12.13.D. Jack stands must be placed under the vehicle when more than one wheel is in the air. The jack stand must support the portion of the vehicle in the air when work is being performed underneath the vehicle.

12.13.E. Service vehicle identification, issued by the organizers, must be placed on the right front door at the vehicle so as to be visible from an "O" control. Service vehicles and personnel must follow their designated route and stop at all Observation Controls encountered.

12.13.F. Service vehicles are subject to the same penalties as the competitors. Any penalty incurred by a service vehicle or personnel will be applied to the competitors for whom the service crew is registered.

12.13.G. Vehicle(s) and personnel arriving on course (stage or transit) or off course with the intent of providing unplanned assistance to specific team(s) shall be considered to be involved in illegal servicing. Such intent shall be determined based on the judgement of the Event Organizer in agreement with the Event Steward. Penalties will be assessed as per Appendix C for 12.13.A and for 12.13.E.

12.14 EMERGENCY PROCEDURES

12.14.A. If a vehicle is stopped on a stage for any reason, they must immediately set out triangles and ensure the vehicle does not impede the passage of following vehicles. Warning triangles are to be set on the same side of the road as the location of the stopped vehicle. If the stop is for an extended period, then the OK sign must be displayed. Competitors continuing on the stage after stopping must remove all warning triangles before continuing on the stage.

12.14.B. If an accident has occurred and the occupants are still in the car and triangles have not been placed or Red Cross is displayed, the first competitor on the scene must stop, evaluate the situation, and if necessary display the red cross as well as triangles and render any assistance to injured competitors they are capable of.

12.14.C. Upon arrival of the next vehicle, a quick, accurate assessment of which people can render the best help must be made, with one of the vehicles immediately proceeding down the stage to the next radio point. This may very well be the stage finish. However, a number of stages now have mid-point radios that are indicated in the route book. Information regarding the exact location (mileage) of the accident and an assessment of the extent of the emergency must be given to the radio personnel.

12.14.D. Upon notification of the Red Cross situation, the stage is immediately stopped and first responder medical personnel are dispatched from stage start with a radio operator to communicate necessary information.

12.14.E. Once the Red Cross is displayed, it must remain displayed. All following competitors must stop and render assistance as needed, control traffic and assure the road remains open to emergency vehicles. Unnecessary teams should then continue to the finish of the stage at transit speed. The competition on this stage is over and it will be scored according to the NPRR's.

12.14.F. After the situation has been cleared, the workers at the start control will inform competitors as to how to proceed. At this time, the Red Cross should be removed from the accident scene.

12.14.G. The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must obtain an SCCA Incident Report Form from the Event Steward, the Safety Steward or the organizer and file it within ten days with the SCCA Risk Management Department. Failure to do so will result in a license suspension and/or fine of $100.00.

12.14.H. Please be aware that failure to follow procedures or the misuse of a Red Cross will be dealt with per the NPRR's.

12.15 Vehicle Impound

The first place vehicle in the Production, Production GT, Group 2, and Group 5 classes at a NPR may be impounded for inspection at the conclusion of the event. Other vehicles may be selected by the Event Steward. Competitors whose vehicles are to be inspected/torn down will be informed at the final MTC; at this time they must make a representative available to assist the Event Steward and his assistants. Competitors will be disqualified if they fail to follow the impound instructions of the Event Steward or his designee.

If the vehicle, upon inspection is found not to be in compliance with the rules, a range of penalties can be issued by the Event Steward. This range includes those specified in Section 15.3 and/or the following:

- Reprimand which shall be noted in his or her license file.
- Fine ($1 - $1000)
- Probation of competition privileges.
- Time or position
- Disqualification from competition.
- Exclusion from competition.
- Suspension of competition privileges.
- Loss of accrued points.
- Expulsion from SCCA

The competitor shall be responsible for performing the disassembly, reassembly and resulting expense for any inspection to confirm vehicle legality, ordered by the Event Steward or his designee.

12.16 Prize Fund and Awards

The event prize fund shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the supplemental regulations for each event. Normally three cars must start in a class to have money and trophies awarded.

12.17 RESULTS

Official results, on the SCCA PRO Rally results form, must be mailed to all entrants, both driver and co-driver and the RSD within 15 days of the event. These results must include break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include class designations for finishers and non-finishers.

"Informational" scores may be posted at any time during or after an event. Complete "provisional" control-by-control scores shall be posted for all finishers at a time and place specified in the supplementary regulations. Scores shall be signed by the Event Chairman or Event Steward and declared official 30 minutes after the provisional scores are posted, pending resolution of claims filed during the 30 minute period. Once the results have been properly declared official they may not be changed, even if an error should later be discovered. Only the results of claims filed during the 30 minute time period may alter the scores.

13. CLAIMS

The right to file a claim lies with any competitor who may consider himself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

13.1 TYPES OF CLAIMS

13.1.A. An **inquiry** is an informal written communication from the competitor to the organizer, describing a situation and/or requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing.

13.1.B A **protest** is a written communication, on an official protest form, from a competitor to the protest committee.

All protests shall be settled by a three person committee. This committee will consist of the Event Steward (or his/her representative) who will act as chairman, and two other members, selected by him/her. The meeting will be chaired by the Event Steward who will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held.

Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a $50.00 fee, in cash, per item. These forms will be available at the final MTC IN, or from the Event Steward. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant.

Monies from claims which are denied and which are kept by the Protest Committee shall become the property of the Event Steward.

13.2 Claims Against the Conduct of the Event

Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final MTC. Claims prompted by the posting of provisional scores shall be submitted within 30 minutes of the posting of those scores and must be based on information contained in those scores.

13.3 Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 30 minutes of the contestant's in time at the final MTC.

13.4 Claims Against Vehicles

A claim against the legality of a competition vehicle shall be lodged no later than the start of the first car from the first time control. The Event Steward may extend this time in exceptional cases where the competitor

can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event.

Any vehicle found by the Claims Committee to be in violation of vehicle eligibility or preparation shall be disqualified. The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and reassembly. This cash bond shall be, at a minimum, $200.00.

If, upon inspection, the vehicle is found to conform, the claimant shall forfeit the bond which shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Claims Committee at the end of an event with the exception of Automatic Penalties (see Appendix C).

14. APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Claims Committee. A written notice of intention to appeal and one half of the appeal fee ($100.00) must be given to the Event Steward within 30 minutes of the announcement of the decision of the Claims Committee. A written notice of appeal, and including the balance ($100.00) of the appeal fee of

$200.00, shall be received by the RSD within ten days after the announcement of the Claims Committee's decision.

An appeal will be heard by a Court of Appeals appointed by the RSD to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will **not** affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee which may be forfeited if the Court of Appeals does not find for the appellant.

15. CONDUCT OF CONTESTANTS

15.1 Required Conduct

Every contestant shall conduct himself in a sportsmanlike manner at all times during an SCCA PRO Rally event in his dealings with the public, with other contestants, and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event will be severely disciplined and immediately removed from the event by the Event Chairperson, the NPRSS at National events, or the DPRS at Divisional events.

15.2 Charges

Any participant charged with an offense under this Article shall be fully appraised of the charges and afforded an opportunity to answer them in writing to the RSD.

15.3 Discipline (National Competitors)

Any participant so charged who in the RSD's judgment is guilty of unsportsmanlike conduct or other reprehensible behavior in connection with a NPR shall be disciplined by the RSD. Such discipline will be from the range of penalties described in Section 12.15 or as described below as deemed commensurate with the nature and gravity of the offense:

15.3.A. A private letter of warning shall be written by the RSD to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in more strict disciplinary action; or

15.3.B. A letter of censure shall be issued, with or without notice to the SCCA member, setting forth his breach(es) of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further participation in SCCA PRO Rally events for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or

15.3.C. Suspension from the PRO Rally program up to a period of one year from the date of the offense; and a $500.00 fine; or

15.3.D. The RSD shall recommend to the BoD that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

The RSD will honor and extend to the NPR Series any discipline issued by the PRB concerning DPR events.

15.4 Discipline (Divisional Competitors)

The PRB will honor and extend to the DPR Series any discipline issued by the RSD against a competitor. Any person charged with a violation of this rule in connection with a DPR will be appraised of the charge and afforded an opportunity to answer them in writing to the PRB. Any person so charged who, in the PRB's judgment, is guilty of unsportsmanlike

conduct or other reprehensible behavior shall be disciplined by the PRB. Discipline shall take one of the following forms as the PRB may deem to be commensurate with the nature and gravity of the offense:

15.4.A. A private letter of warning shall be issued by the PRB to the offending person describing the breach of conduct and cautioning that any further act detrimental to the best interests of the sport will result in sterner action; or

15.4.B. A letter of probation shall be issued describing the misconduct and censuring the competitor for conduct detrimental to the best interests of the sport. Any further offense of the same or similar nature shall result in automatic DSQ from participation in DPR events for a period of one year dating from the most recent offense and in forfeiture of any standing in the championship competition for that year; or

15.4.C. A fine of up to $250 may be imposed by the Event Steward, or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his/her competition license to the steward or court. A driver's competition privileges shall be under suspension as long as the fine remains unpaid. All fines shall be forwarded to the RSD by the DPRS or court; or

15.4.D. Suspension from participation in any DPR event for an indefinite period of time; or

15.4.E. The PRB shall recommend to the BoD that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

16. ANNUAL NATIONAL SERIES CHAMPIONSHIPS

16.1 Driver and Co-Driver Championship

Each year the SCCA shall recognize NPR Series Championships in two categories which shall be known as driver and co-driver. Competitors in the Open Class, Production Class (Production and Rallytruck Class

combined), Production GT, Group 5, and Group 2 shall also be eligible for separate Championships for drivers and co-drivers. The NPR Series Championships shall be determined on the basis of points earned in sanctioned point events. Each January, the NPRSS will decide how many events drivers and co-drivers may count toward the year-end championship. (In theory, 70% of National points events will be able to be counted for these championships.)

Any Coefficient 3 DPR can award NPR Championship points by applying, and getting approval from the PRB and NPRSS. The event will them be known as a "National Coefficient 3". These rallies will award championship points equal to 60% of the Coefficient 5 events.

When a Coefficient 3 DPR is to award NPR Championship points, the Event will be conducted per the DPR Rules, with the following exceptions:

- The rally will be scored as one event and results will list teams who competed in final finishing order. National points will be awarded to National license holders without regard to license type held by their teammate. In assigning National points, the finishing positions of excluded drivers and co-drivers (i.e. Divisional license holders) will be ignored.
- The course will be the same for both events;
- The starting order formula will be established by the PRB.

The series overall championship will be determined by the driver and co-driver who accumulate the most points in the overall category.

In case of ties in final point standings, they will be resolved according to each competitor's record of 1st place finishes, then if necessary, the number of 2nd place finishes, then if necessary, the number of 3rd place finishes, and so on, down to 10th position. All events entered will be considered for tie breakers.

16.1.A. In Coefficient 3 and Coefficient 5 events, points shall be awarded to both driver and co-driver based on the competitor's overall finishing position as follows:

Finish Position	Coefficient 5 National Points	Coefficient 3 National Points
1st	20	12
2nd	15	9.0
3rd	12	7.2
4th	10	6.0
5th	8	4.8
6th	6	3.6
7th	4	2.4
8th	3	1.8
9th	2	1.2
10th - 15th	1	0.6

16.1.B. Two additional points will be awarded to each driver and co-driver starting each National Coefficient 5 event. **(This does not include National Coefficient 3 Events).** Example: If a competitor starts seven Coefficient 5 events, he/she would receive 14 points, in addition to any finishing position points.

16.1.C. Competitors in the Open, Production, Group 5, Production GT, and Group 2 classes will also receive points earned for separate championships based on their finishing position within class. The same points system as above will be used to calculate standings in these championships.

Points earned in one category or class are not transferable to any other category or class. The RSD shall annually determine the number of national awards to be presented to the NPR competitors in each category and class and the place and time of the annual awards ceremony.

16.2 MANUFACTURER

There shall be competitions for all automobile and tire manufacturers, domestic and foreign, in NPR Events for Open, Production, Production GT, Group 5, Group 2, and Overall classifications. The winners shall be the marques compiling the highest total points in each category. NPR Manufacturer points shall be scored 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 except that only the best-placed car of each marque shall receive points.

Manufacturers' Championships shall be determined on the basis of points earned in all events counting for National Championship points. All finishing vehicles in Coefficient 3 Nationals shall be included in determining the assignment of manufacturers' points regardless of license type held by the driver and co-driver. Coefficient 3 Nationals will award manufacturers' points equal to 60% of the Coefficient 5 events.

In case of ties in final point standings, they will be resolved according to each marque's record of 1st-place finishes, then, if necessary, the number of 2nd-place finishes, then, if necessary, the number of 3rd-place finishes, and so on, down through 10th-place.

17. NORTH AMERICAN RALLY CUP

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this NARC must be Canadian or SCCA NPR (Coefficient 5) events designated eligible by each sanctioning body on their calendar for the current year. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

17.1 THE DRIVERS / CO-DRIVERS CHAMPIONSHIP:

17.1.A. Points are accumulated based on overall finishing positions at Coefficient 5 events entered.

17.1.B. A competitor may count the best six events in the series.

17.1.C. Competitors must start two events in each country, but may only count four events within any one country. Points will be awarded per Article 16.1.A. The tie-breaking procedure will be per Article 16.1.

17.1.D. There will also be a championship for drivers and co-drivers in both Production and Production GT. Points will be awarded per Article 16.1.A.

17.2 NARC FOR MANUFACTURERS

The NARC for manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

17.2.A. If the winning make of automobile is not manufactured in North America, the NARC will be received by the appointed distributor or agent.

17.2.B. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make, per the schedule in Article 16.2 above, in all events qualifying per Article 17.

17.2.C. The tie-breaking procedure will be per Article 16.2.

17.2.D. The vehicle need not be the same model or year to be considered the same (i.e., the Cup will determine the make of automobile winning the most points such as Ford vs. Chevrolet not Ford Capri vs. Ford Escort, etc.).

17.2.E. Similar manufacturer Championships will be presented in the Production and Production GT.

18. ANNUAL DIVISIONAL / SUPER DIVISIONAL PRO RALLY SERIES CHAMPIONSHIPS

There are two levels of championship competition which accrue points concurrently at DPR events: Divisional and SuperDivisional (SuperD). The SuperD championships were created as a middle ground between the Divisional and National championships for rallyists who have some budget for travel outside their Division. The country is divided into three

Areas for SuperD competition. The DPR championships are reserved for drivers who have not yet attained National Seed 2; in other words, drivers who compete primarily in their local Divisional events. There are seven Divisions which produce the Divisional champions.

18.1 SEASON

The DPR and SuperD seasons extend from January 1 through December 31 of each year. The 1997 seasons only will extend from Wednesday, September 4, 1996 through Wednesday, December 31, 1997.

18.2 CLASSES

For both DPR and SuperD, vehicles will run in one of three classes described in Section 7.6F and Appendix D. However, an event organizer, with the prior approval of the DPRS, may further divide his entry field into additional classes for the purposes of event awards and/or the computation of points for independent regional championships. DPRS may at their option, establish a production class within their division. This class will consist of any vehicle which is eligible for the current National Production Class.

18.3 DIVISIONAL AND SUPER D CHAMPIONSHIPS

18.3.A. Titles

DPR driver and co-driver champion titles are established in each Division, for each of the three classes described in Section 7.6.F. SuperD driver and co-driver champion titles are established in each Area, for each of the three classes described in Section 7.6.F. The titles will be determined by the highest number of points earned by eligible competitors during each declared season.

18.3.B. Driver Seed - Divisional

Any driver rated National Seed 3 or lower, or unseeded at the National level, on the first day of the Divisional/Super D season, is eligible to compete for the Divisional Driver Championship, regardless of the seed

he or she attains during that season. Points will be assigned automatically upon finishing a divisional event. The DPRSM will publish a list of drivers ineligible for the Divisional series at the beginning of each season.

18.3.C. Driver Seed- SuperD

Any driver rated National Seed 1 or lower, or unseeded at the National level, on the first day of the DPR/SuperD season, is eligible to compete for the SuperD Driver Championship, regardless of the seed he or she attains during that season. Points will be assigned automatically upon finishing a divisional event. The DPRSM will publish a list of drivers ineligible for the SuperD series at the beginning of each season.

18.3.D. Division of Participation

For the Divisional level, the competitor's region of record at the start of the DPR season will determine the division of participation for the purpose of championship calculations. MIDDIV and SWDIV points are combined and treated as a single division.

18.3.E. Area of Participation

For the SuperD level, the competitor's division of record at the start of the SuperD season will determine the Area of Participation for the purpose of championship calculations. The three Areas are West (NORPAC and SOPAC), Central (RMDIV, SWDIV, MIDDIV, CENDIV), and East (NEDIV and SEDIV).

18.3.F. Co-driver eligibility

Co-drivers will accrue points according to the driver's (seed) eligibility for both DPR and SuperD championships.

18.4 CHAMPIONSHIP POINTS

18.4.A. Event Points

Only officially SCCA-sanctioned DPR events and Rallysprints will award points for the purpose of determining DPR and SuperD champions. Points

will be awarded as follows to eligible drivers/co-drivers in each class (see 18.3.B, 18.3.C), all finishers will receive 1 point:

Finish place	Points	Finish place	Points
1st	20	9th	7
2nd	18	10th	6
3rd	16	11th	5
4th	14	12th	4
5th	12	13th	3
6th	10	14th	2
7th	9	15th	2
8th	8		

In the awarding of points for championship purposes, the finishing positions held by excluded drivers will be ignored. For instance, if the first finishing position in class is held by a Seed 1 driver and the second finishing position in class is held by a Seed 3 driver, the Seed 3 driver will be awarded 20 points toward the DPR Championship, and 18 points toward the SuperD Championship.

18.4.B. Event Weighting

Event coefficient designations will act as multipliers. For example, a first place finish in a Coefficient 1 event gains 20 points while a first place finish in a Coefficient 3 event gains 60 points.

18.4.C. Categories

Drivers and co-drivers may earn points in either category of the championships, but they may not combine these points to produc. one total.

18.4.D. Divisional Events Counted

1. Competitors

Competitors may count either their best six events or two-thirds of the number of events conducted in their Division (rounded to the nearest whole event), whichever is greater. Each DPRS may

at his/her option, with prior approval of the PRB by January 1 of each year, increase the number of events which count toward their Divisional championships. No more than two of those events may be events held outside of their Division.

2. Organizers

Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to three key positions of the organizing committee (for example, Chairman, Rallymaster, Chief of Controls, Safety/ Emergency Coordinator, Spectator Safety Coordinator). These points are limited to one position per Divisional season per person. It is the responsibility of the organizing committee of each event to determine who will receive these points and to inform the DPRS and Divisional pointskeeper. Drivers may only accrue organizer points if they are eligible for the Divisional championships.

3. Competitors with organizers points

Competitors with organizer points may count a third out-of-Division event toward their event total for championship points. The selected event may be any coefficient level. If the level is lower than that organized, the competitor may only count points for the level of the event run. If the event is higher than the event organized, the competitor may only count points based on the level of the event he or she organized. For example, a person organized a Coefficient 2 event but runs a Coefficient 3 event and finishes fifth. He or she may count points for finishing fifth on a Coefficient 2 event.

18.4.E. SuperD Events Counted

1. Competitors

Competitors may count their best six events conducted in their Area. Up to two events held outside of their Area may be substituted.

2. Organizers

Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to three key positions of the organizing committee (for example, Chairman, Rallymaster, Chief of Controls, Safety/ Emergency Coordinator, Spectator Safety Coordinator). These points are limited to one position per SuperD season per person. It is the responsibility of the organizing committee of each event to determine who will receive these points and to inform the SuperD pointskeeper. Drivers may only accrue organizer points if they are eligible for the SuperD championships.

3. Competitors with organizer points

Competitors with organizer points may count a third out-of-Area event toward their event total for championship points. The selected event may be any coefficient level. If the level is lower than that organized, the competitor may only count points for the level of the event run. If the event is higher than the event organized, the competitor may only count points based on the level of the event he or she organized. For example, a person organized a Coefficient 2 event but runs a Coefficient 3 event and finishes fifth. He or she may count points for finishing fifth on a Coefficient 2 event.

18.5 TIE BREAKING

Ties will be resolved on the following basis for both Divisional and SuperD competition. From the best six events counted by the tied competitors, the winner shall be:

18.5.A. The competitor with the most points earned within the Division or Area.

18.5.B. If further resolution is required, the points earned on the best Coefficient 3 events, then Coefficient 2 events, and finally Coefficient 1 events are counted.

18.6 Series Administration

18.6.A. Pointskeeping

It shall be the responsibility of the DPRS to ensure that correctly assigned points from each event in his or her Division are furnished to the Division and SuperD pointskeepers. Organizers will furnish the DPRS and pointskeepers with the names of committee members receiving organizer's points. Any questions regarding the accuracy of points assigned should be referred to the PRB via the DPRSM.

18.6.B. Trophies

Trophies will be awarded to the Divisional Champions at the end of each season. Individual DPRS will establish, secure, and present these awards as deemed appropriate. The DPRSM will be responsible for establishing, securing, and presenting trophies to the SuperD Champions in all three areas at the end of each season.

18.7 Overall SuperD Driver and Co-driver Champions

18.7.A. Drivers

Each season the top drivers of the SuperD Series will be invited to the PRO Rally Runoffs to compete among themselves for the title of Overall SuperD Driver Champion for each class.

Invitations to the Runoffs are extended by the DPRSM to the first and second place drivers from each Area in each of the three classes. If either driver declines the invitation, then the third place driver from that Area will be invited in their place. The highest finishing invited driver in each class at the Runoffs will win the appropriate title.

18.7.B. Co-drivers

An Overall SuperD co-driver Champion in each class will be selected from among the Area co-driver Championship winners. Competitors will count their best five events rather than simply their best finishes (i.e., those finishes gaining the most points). The co-driver in each class with

the highest total points will win the Overall Champion title. In the case of a tie, co-winners will be declared and both will receive a trophy.

18.7.C. Presentation of Awards

The presentation of the Overall Champion awards will be made at the PRO Rally Runoffs awards ceremony. The DPRSM will establish, secure, and present these awards.

APPENDIX C SUMMARY OF PENALTIES

(Also see Article 12. 9)

ARTICLE	DESCRIPTION	DNS	DNF	OTHER
7.1	Entry Blank	*	*	
7.2	Number of Crew			
7.3	Competition License		*	
7.5	Vehicle Registration	*		
7.7	Liability Releases	*		
7.8	Vehicle Identification	*		1
7.9	Advertising	*		6
9.0	Scrutineering	*		2
10.0	Log Book	*		8
12.6	Practice and Pace Notes	*	*	10
12.7G,H	Stage Safety		*	DSQ
12.7I	Window Nets			2 min each violation
12.7K	Driving, Wrong Way			3
12.8	Controls			See Article 12.9
12.10	Quiet Zones			5 min each violation
12.13A	Serv. not in Serv. Area			1st 10 min / 2nd DNF
12.13B	Serv. Vehicle and Crew		*	
12.13C	Serv. Fire Ext.			$150.00 / infraction
12.13D	Serv. Jack Stands			$100.00 / infraction
12.13E	Serv. Vehl and route			7
12.14	Emergency Procedures		*	4
12.14	Accident Report			9
12.15	Impound		*	
Apdx I	Identification			$50.00 per event
Apdx G/H/P	P, GT, G2, and G5 Classes			5

1. P, GT, G5, and G2 class cars may be moved to the open class without proper identification per Article 7.8

2. Refer to Article 9, paragraph 3

3. At the discretion of the NPRSS.

4. Reprimand at the discretion of the RSD (see Article 15)

5. If before checking out of first time control, may move to Open class or correct illegality; if during or after event, disqualified

6. Maximum penalty for refusing to display organizer sponsor advertising is an amount equal to twice the entry fee

7. Service vehicles or personnel found off route: 1st offense = warning, 2nd = 10 minute penalty

8. License suspensionand/or fine (up to $250.00)

9. License suspension and/or fine (up to $100.00)

10. Plus license suspension

APPENDIX D DIVISIONAL CLASS RULES

1. **Two-Wheel Drive Under Class, U2 (2.4 liters and under).** Two-wheel drive normally aspirated models with maximum 2400cc adjusted engine displacement using the following multipliers:

Valves per Cylinder	Multiplier Times Actual Displacement	Maximum Actual Displacement
4	1.2 X	2000 cc
3	1.1 X	2181 cc
2	1.0 X	2400 cc
Pushrod engine	0.8 X	3000 cc

2. **Two-Wheel Drive Over Class, O2 (over 2.4 liters).** Two-wheel drive models that do not meet the eligibility requirements for Class U2. All 2WD rotary engines are in this class.

3. **Four-Wheel Drive (4WD) Open Class, O4.** Four-Wheel Drive models.

4. **Allowed Modifications**

4.a. The engine, brakes, and suspension are unrestricted; however, the engine must be derived from the product line offered by the manufacturer of the vehicle.

4.b. Exterior body pieces (i.e. all components licked by the air stream, excluding the floor pan) must be visually similar to the original item, including bumpers. Except for doors, bolt-on-body pieces may be constructed of an alternate material. A and B pillars must remain original. Floor pan may be modified only to the extent necessary for the fitment of an alternate transmission and/ or for exhaust clearance.

4.c. Wheel diameter and width are unrestricted; however, the tire must be fully covered by the body and fender flares.

4.d. The original window glazing may be replaced with Lexan of like or greater thickness than the original glass in the side and rear windows only. The windshield can only be replaced with material identical to that of the original.

APPENDIX G GROUP 2 RULES

In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.

1. The engine is unrestricted; with the following exceptions: no rotaries are allowed, no forced induction; must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

2. Adjusted displacement must be no greater than 2400 cc using the following multipliers:

Valves per Cylinder	Multiplier Times Actual Displacement	Maximum Actual Displacement
4	1.2 X	2000 cc
3	1.1 X	2181 cc
2	1.0 X	2400 cc
Pushrod engine	0.8 X	3000 cc

3. All cars must weigh a minimum 1.05 lbs per adjusted cc.

4. Body Work

4.a. Exterior body panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material.

4.b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original and are allowed to be modified only to the extent necessary to accomodate alternate components.

4.c. Fenders may be modified to the extent necessary to provide tire clearance. Fender flares may be added in order for the body to fully cover the tires when viewed from above.

5. Wheel diameter and width are unrestricted, but the tire must be covered by the body and/or fender flares when viewed from above.

6. The original side and rear windows may be replaced with Lexan of like or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

APPENDIX H GROUP 5 CLASS RULES

In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.

1. The engine is unrestricted, but must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

2. Adjusted displacement must be no greater then 5100 cc. using the following multipliers: rotary engines - 1.8 times actual displacement; turbo/ supercharged- 1.7 times actual displacement; pushrod engines - 0.8 times actual displacement

3. All turbocharged cars, with adjusted displacements between 2350 cc and 4000 cc, must have a turbocharger air inlet orifice of 40 mm diameter or less. If the turbo is equipped with a larger inlet, the use of a restrictor is required. It must have a minimum width (parallel to the direction of the air flow) of five mm and be placed within 50 mm of the turbo housing. All turbocharged cars, with adjusted displacements greater than 4000 cc, must have a turbo inlet or restrictor, similar to the above, of 36 mm diameter or less.

4. Bodywork

4.a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material.

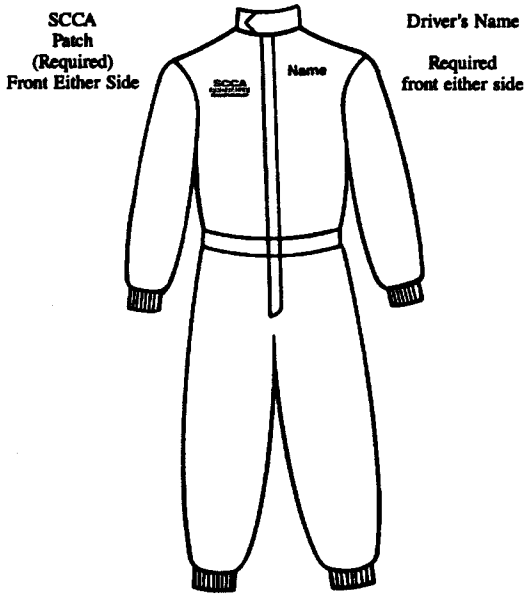
4.b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original and are allowed to be modified only to the extent necessary to accomodate alternate components.

4.c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.

5. Wheel diameter and width are unrestricted, but the tire and wheel must be covered by the body and/or fender flares when viewed from above.

6. The original side and rear window may be replaced with Lexan, of like or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

APPENDIX I DRIVING SUIT / VEHICLE IDENTIFICATION



Driving suits manufactured of an SCCA approved fire retardant material are mandatory for all competitors in all classes.

APPENDIX O OPEN CLASS RULES

In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.

1. The engine is unrestricted, but must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

2. Adjusted displacement must be no greater then 5100 cc. using the following multipliers: rotary engines - 1.8 times actual displacement; turbo/supercharged - 1.7 times actual displacement; and pushrod - 0.8 times actual displacement.

3. All turbocharged 4WD cars, with adjusted displacements between 2350 cc and 4000 cc, must have a turbocharger air inlet orifice of 40 mm diameter or less. If the turbo is equipped with a larger inlet, the use of a restrictor is required. It must have a minimum width (parallel to the direction of the air flow) of five mm and be placed within 50 mm of the turbo housing. All turbocharged 4WD cars, with adjusted displacements greater than 4000 cc, must have a turbo inlet or restrictor, similar to the above, of 36 mm diameter or less.

4. Bodywork

4.a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material.

4.b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original and are allowed to be modified only to the extent necessary to accomodate alternate components.

4.c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.

5. Wheel diameter and width are unrestricted, but the tire and wheel must be covered by the body and/or fender flares when viewed from above.

6. The original side and rear window may be replaced with Lexan, of like or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

APPENDIX P PRODUCTION CLASS RULES

1. DEFINITION

The purpose of the production classes is to provide an opportunity for rallyists to compete in SCCA National PRO Rally events utilizing automobiles whose preparation is limited to improving their safety and reliability. There shall be no guarantee or commitment that the eligibility requirements below will remain the same from year to year.

1.a. PRODUCTION SPECIFICATIONS

Production Class vehicles must have engines with an adjusted displacement no greater than 2650 cc. In addition, Production Class cars must have a minimum weight equal to 1.05 lb. per cc. of adjusted displacement. This weight will be measured with the vehicle 'rally-ready' less drivers, in other words at any time during an event. The NPRSS reserves the right to make weight changes or create new engine category multipliers during the season for competitive adjustments. The following multipliers apply to the indicated cars:

Engine	Multipler for Original displacement
Rotary	1.8 X
Turbo/Supercharged	1.7 X
Four-Wheel Drive vehicles	1.3 X
Pushrod	0.8 X
3 valves per cylinder	1.1 X
4 valves per cylinder	1.2 X

Vehicles with variable cam timing must use a multiplier of 1.1, along with any other multipliers which apply. For example, a 16-valve engine with variable cam timing would be limited to 2007 cc (1.2 X 1.1 X 2007 cc = 2649 cc).

1.b. PRODUCTION GT SPECIFICATIONS

All other vehicles meeting the eligibility requirements of this section but with engines larger than 2650 cc adjusted will run in the Production GT Class. No minimum weight is specified, being dependent on preparation rules.

2. SAFETY EQUIPMENT

All cars must be equipped with the safety equipment required in Article 9.1 and must pass the same safety inspection. Roll cages must be contained entirely within the driver/passenger compartment, except for the extension of bracing used to reinforce suspensionmounting points as permitted in Article 5.9.I of this appendix.

3. SHOP MANUAL AND SPECIFICATION FORM

Each entrant must have an official factory shop manual for his vehicle and present same, if asked, at scrutineering. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class. The manual must also be made available in case of any inspections or claims.

4. VEHICLE PREPARATION

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. **Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States.** Dealer-installed options, except as required by factory directives, no matter how common, are not included in this definition.

5. AUTHORIZED MODIFICATIONS

All items which are not specifically allowed or referred to as unrestricted in this section must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

5.A. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector, and the bulbs. The mounting of additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorized provided they will only switch on when reverse gear is engaged. The mounting of maneuverable searchlights is prohibited.

5.B. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted. A single engine oil cooler and necessary fittings may be added.

5.C. Induction

The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements which control the quantity of fuel fed into the engine may be changed, but not those which control the quantity of air. The boost is unrestricted on Turbo-equipped or super-charged vehicles. The original air filter (OEM spec's) and air filter housing may not be modified. However, the original ducting to the inlet side of the housing may be moved or modified.

5.D. Exhaust

The exhaust system is unrestricted, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver and external to the body. A functioning catalytic converter must be retained or installed.

5.E. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is unrestricted.

5.F. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

5.G. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. Limited slip or locked differential units are allowed for use in Production GT and Production (including Rallytruck) class vehicles.

5.H. Shock Absorbers

The make and type are unrestricted. However, no addition is allowed and neither their original purpose nor their number may be modified. The original supports may be reinforced but not otherwise modified.

5.I. Suspension

5.I.A. The standard suspension components and mounting points may be reinforced. The material and dimensions of the spring are unrestricted except that it must be located in the standard position and fit the standard mounting points. The standard spring mounting points may be reinforced. The roll cage may be used to brace the vehicle's suspension.

5.I.B. MacPherson Strut or similar suspensions:

1. Inserts are unrestricted.

2. The entire strut housing is free provided the original mounting points, suspension angles, dimensions and all possible adjustments are identical to the original. The material must be comparable.

3. Springs must mount in the original position and must not be adjustable.

4. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made.

5.I.C. Stock sway bars may be removed or replaced.

5.J. Wheels and Tires

Wheels and tires are unrestricted so long as the wheels do not exceed 6.5" width or the stock width whichever is greater. They must bolt to the standard bolt pattern, and fit under the coachwork without modification. The use of adaptor plates is forbidden unless they are OEM equipment. Mud flaps of flexible material, which do not improve the aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

5.K. Brakes

The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and pressure lining valves are only permitted when standard or a manufacturer's regular production option for the model. If servo-assistance is standard, the servo device may be disconnected and removed. Braking plates may be removed, but not otherwise modified. Rerouting of brake lines is permitted. The use of steel aeroquip brake lines is authorized.

5.L. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

5.M. Fuel Cells

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is unrestricted. Fitting of such cells must conform to Article 9.2. Rerouting of fuel lines is permitted. Fuel lines which pass through the passenger compartment must be as prescribed in Article 9.2 of these Rules.

5.N. Motor Mounts

Motor mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

5.O. Supplementary Accessories

Supplementary accessories are authorized without restriction provided they have no influence whatsoever on the behavior of the car, such as those concerning the aesthetics or the inside comfort (lighting, heating, radio, etc.), or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following are authorized:

a. Nuts and bolts may be freely exchanged and locked by any means.

b. The mounting of additional gauges, meters, etc.

c. The horn may be changed or an extra one added at the disposal of the co-driver if wished.

d. Extra relays, switches, wiring, and fuses may be added to the electrics.

e. The original accelerator cable may be replaced by another one whether or not supplied by the manufacturer.

f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a tool box, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.

g. Filler caps may be locked by any means.

h. The steering wheel is unrestricted.

i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.

j. Cruise control systems may be removed.

k. Anti-theft systems may be removed.

l. The air conditioner compressor, condensor, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.

5.P. Coachwork

None of the normal elements of the coachwork (dashboard, all inside quiltings, sound proofing materials, whatever their location), and none of the accessories normally mounted by the manufacturer may be removed or replaced. However, the modifications authorized in the preceding paragraphs, such as those necessitated by the addition of a windshield washer (drilling of a hole into the hood) will be allowed.

Carpets and their associated padding may be removed. The front seat(s) may be replaced with any suitable seat(s). Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced. Passive restraints, including air bags, must be removed.

5.Q. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is unrestricted.

6. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Overboring for the use of oversize pistons is prohibited.

7. Canadian Vehicles

Canadian Production Class Vehicles prepared to CASC specifications will be allowed to compete in SCCA PRO Rally Production Classes provided the entered vehicle complies with Article 7.6 - Eligibility Requirements, Article 9 - Scrutineering, and Article 7.8 - Vehicle Identification.

APPENDIXT RALLYTRUCK CLASS RULES

The purpose of the class is to allow normally aspirated four and six cylinder 2WD light trucks, six cylinder 4WD light trucks and four and six cylinder 4WD sport utility vehicles to compete in a common class in the National PRO Rally Series, with equalizing factors being the various weights and specific requirements listed below.

1. GENERAL

1.A All vehicles shall conform to the manufacturer's as produced and delivered specifications, except for the following specific additions or modifications. The official shop manual for the year, make, and model truck and all configuration supportive date must be in the possession of each competitor at scrutineering.

1.B. Certain modifications may be permitted to equalize the performance capabilities of the various models. Final implementation of these modifications will be at the discretion of the NPRSS.

2. WEIGHT

Minimum weights of trucks will be as rallied, without driver and co-driver. At all times the vehicle must at least weigh the following:

2WD, up to 3000 cc 1.0 lbs per cc of engine displacement
2WD, over 3000 cc must weigh 3400 lbs
4WD, up to 3000 cc must weigh 3700 lbs
4WD, over 3000 cc must weigh 3900 lbs

3. WHEELBASE

Minimum wheelbase shall be 100 inches, maximum wheelbase shall be 113 inches.

4. ROLL CAGES

4.A. A full width roll cage must be fitted within the passenger compartment per Appendix Z of the NPRR's for vehicles over 2500 lb., with the following exception:

At the six points minimum at which the roll cage attaches to the vehicle (two rear downtubes, four cage points), it must be bolted or welded to the frame with backing plates, either directly to a frame member or to a substantial frame extension (platform). It is permitted to cut holes in the cab and bed of sufficient size for these tubes to pass through.

Sport utility vehicles shall have a double main hoop, formed by welding two rollover bars of like dimensions together. The welds joining these bars must be at least one (1) inch long, on alternating sides of the bars, on six (6) inch centers.

4.B. It is permitted to modify interior panels and trim pieces to accommodate fitment of the roll cage. Trim items such as visors, arm rests, interior lights, may be removed. Roll cage tubes may run through the dash providing the dash is modified only enough for the roll cage fitment.

4.C. To accommodate fitment of the roll cage in pickup trucks, the rear window may be replaced with a clear, transparent polycarbonate rear window, minimum thickness 0.125 inch. This window must completely fill the original opening, save for the holes necessary for the roll cage tubes and/or shoulder harnesses to pass through. It must be bonded, riveted or otherwise securely held in place.

5. FUEL CELLS

Fuel cells are not allowed in sport utility vehicles. The original fuel tank in pick-up trucks may be replaced with a safety fuel cell, not to exceed 15 gallons. The fuel cell shall be located in the center of the bed, forward of the rear axle centerline and rear most roll cage mounting points. At least four steel straps must retain the fuel cell to the bed floor; two lengthwise and two widthwise. These straps must be two (2) inches wide and 0.125" thick. Fuel gauge sensors may be modified for fuel cell level readings or may be completely removed. Fuel pumps originally mounted inside the fuel tank may be removed and/or replaced by an electric pump mounted adjacent to the fuel cell. Fuel lines may be moved and/or replaced by Aeroquip type (steel braid) lines.

6. TWO-WHEEL DRIVE - AUTHORIZED MODIFICATIONS

SCCA may require a competitor to replace any component with a manufacturer's original replacement part.

6.A. Engine

Original pistons, connecting rods, crankshaft, harmonic balancer, flywheel, and clutch assembly may be machined only enough to achieve balance. The crank must weigh within the manufacturers weight tolerance. One original piston and original connecting rod must weigh within the manufacturers weight tolerance and have no indication of tooling. The original ducting to the inlet side of the air cleaner may be moved and/or modified. A single engine oil cooler and necessary fittings may be added.

For four cylinder engines only: any and all modifications will be permitted within the engine. The original head and block must be retained (shaving head or block is allowed), but the cams, porting, pistons, valves, crank, etc. are free. The basic carburetor(s) or fuel injection normally mounted on the recognized model may not be changed. The elements which control the quantity of fuel and/or air fed into the engine may be changed. Forced induction is not permitted. The exhaust manifold is unrestricted. Vehicles must meet Federal emission standards for the year of manufacture.

6.B. Radiator

It is permitted to fit a mesh screen in front of the radiator to act as a stone guard provided the screen is within the bodywork and serves no other purpose.

6.C. Drivetrain

6.C.1 Trucks must use the original transmission.

6.C.2. The driveshaft may be changed from a two piece to a one piece driveshaft. The length of the driveshaft may be changed as long as the wheelbase is maintained. Front and rear universal joints must be maintained.

6.C.3. Either limited slip or locked differentials, which fit inside the original housing without modifications, may be used.

6.C.4. Standard ring and pinion ratio must be used.

Four-cylinder engines only: any ring and pinion may be used and the flywheel, clutch, and pressure plate are unrestricted.

6.D. Suspension

Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:

6.D.1. Suspension bushing material is unrestricted.

6.D.2. Shock absorbers may be replaced with direct bolt-on aftermarket shocks.

6.D.3. The standard suspension components and mounting points may be reinforced.

6.D.4. Any front or rear anti-roll bar or traction device may be used, providing all additional mounting hardware is bolted, not welded, to the vehicle.

6.D.5. Springs may be replaced with others of the same type, (leaf, coil, torsion bar, etc.). Rate, diameter, length, and number of coils or leafs are unrestricted. Lowering blocks, not to exceed three inches, may be used with rear leaf springs.

6.D.6. Bump rubbers may be modified or removed.

6.D.7. Trucks with rear axles mounted below the leaf springs may re-mount the axle above the spring, and vice versa with axle mounted above the leaf springs.

6.E. Brakes

Any front to rear proportioning valve may be used. Friction material may be replaced with alternative material. Disc brake dust shields may be replaced or modified. Brake lines may be relocated and/or replaced by those of an Aeroquip type (steel braid). Servo assist systems may be disconnected.

6.F. Exhaust

The exhaust system is free, except that the stock exhaust manifold must be retained, the pipe must exit behind the driver and the noise level must not exceed 86 db.

6.G. Wheels and Tires

Wheels may have a maximum width of seven inches; their offset is unrestricted, providing the wheels and tires fit under the stock coachwork. Wheel diameter is unrestricted providing the above restrictions are met.

6.H. Mud Flaps

Mud flaps of flexible material may be added in front of the wheels; they must be added behind the drive wheels so as to minimize the projection of material to the rear.

6.I. Bumpers

Rear bumpers are not required.

6.J. Lighting

The mounting of not more than four additional headlights is authorized. A headlight is considered as a lighting device throwing a beam toward the front. Freedom is granted with regard to the headlight frontal glass, reflector, and bulb.

6.K. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity providing the location remains unchanged. The make is unrestricted.

6.L. Motor Mounts

Motor mounts are unrestricted as long as the stock location of the mounts, as well as the location of the engine and transmission, remain unchanged.

6.M. Bodywork

Except for doors, bolt-on panels may be replaced with ones of an alternate material, providing they are visually similar to the original ones.

7. FOUR-WHEEL DRIVE - AUTHORIZED MODIFICATIONS

7.A. Engine

A single engine oil cooler and necessary fittings may be added.

7.B. Suspension

Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:

1. Shock absorbers may be replaced with direct bolt-on aftermarket shocks.

2. The standard suspension components and mounting points may be reinforced.

3. Springs may be replaced with others of the same type (leaf, coil, torsion bar, etc.). Lowering blocks, not to exceed 3", may be used with leaf springs. Trucks with rear axles mounted below the leaf springs may remount the axle above the spring.

4. Bump rubbers may be modified or removed.

7.C. Brakes

1. Friction material is unrestricted.

2. Brake lines may be relocated and/or replaced by those of an Aeroquip type.

3. Servo assist systems may be disconnected.

7.D. Exhaust

The exhaust system, from the rear of the catalytic converter, is unrestricted. However, the pipe must exit behind the driver and the noise level must not exceed 86 db.

7.E. Wheels and Tires (See Appendix T, Section 6.G (2WD))

7.F. Mud Flaps (See Appendix T, Section 6.H (2WD))

7.G. Lighting (See Appendix T, Section 6.J (2WD))

7.H. Electrical Equipment (See Appendix T, Section 6.K (2WD))

8. SUPPLEMENTARY ACCESSORIES

8.A. Supplementary accessories are authorized provided they have no influence on the performance and/or speed of the vehicle, i.e., those concerning comfort and/or ease of driving the truck (windshield washer system, interior lighting, etc.).

8.B. The following items are authorized:

8.B.1. The mounting of additional gauges, relays, fuses, switches, etc.

8.B.2. The steering wheel is unrestricted.

8.B.3. Trucks may be adapted for better accommodation of the spare tire and jack and other miscellaneous equipment. The spare tire may be moved from its original location. On sport utility vehicles, swing-out external spare tire racks must be removed.

8.B.4. The addition of protection for the engine sump, transmission, fuel tank, rear differential, and all fluid lines is permitted.

8.B.5. Anti-theft systems may be removed.

8.B.6. Carpets and their backing padding, original equipment seat belts, radios, speakers, and air conditioner systems may be removed. The glove box door may be removed.

8.B.7. The front seat(s) may be replaced with any suitable seat(s).

8.B.8. Rear view mirrors may be exchanged for after-market ones. (2WD only).

8.C. The replacement of normally consumable items (oil filters, spark plugs, air filters, etc.) with others of OEM specifications is permitted. Spark plug heat range is unrestricted.

9. TAILGATES

Tailgates must remain in the full upright position. Bolts, pins, and auxiliary fasteners are not required. A one minute penalty will be assessed each time, after an initial warning, that a competitor's tailgate is in the "down" position on a stage. Tonneau covers are prohibited.

10. BALLAST

If ballast is required to be carried in pick-up trucks, it shall be bolted securely to the floor of the bed against the forward wall, centered, and only in this area. Ballast in sport utility vehicles must be positioned in the rear passenger footwells.

In either case, the ballast must be securely bolted to the floorpan, with backup washers on the underside of the bolts of at least three inches in diameter, or to a substantial frame/cage point.

APPENDIX Y OCCUPANT RESTRAINT SYSTEMS

All vehicles must be equipped with a five or six point restraint harness meeting the specifications below for both the driver and co-driver. These restraints must be worn at all times during the competition.

1. Six-Point System

A six-point system is recommended for use in all automobiles and is required in those automobiles in which the seating position is semi-reclining (seat back angle exceeds 35° from vertical). It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts. The minimum width on all portions of the system is approximately two inches.

2. Five-Point System

A five-point system is required for use in vehicles with upright seating. It consists of a lap belt, a shoulder harness and a single anti-submarine belt. The minimum width of the lap belt is three inches where it contacts the body and approximately two inches for the remainder of the system.

3. Material

The material of all straps shall be nylon or dacron polyester in new or perfect condition. The buckle must be metal-to-metal quick release type. All occupant restraint systems must be SFI 16.1 rated, and shall bear a dated "SFI Spec 16.1" label. The date of manufacture shall not be older than five years from the date of the competition. It is recommended that driver restraint systems be replaced every two years.

4. Shoulder Harness

The shoulder harness shall be a two-strap over-the-shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only competely separate straps are permitted.

The shoulder harness angle to the first structural point of support shall not be more than 40° from the horizontal. It may also not be supported higher than the top of the shoulders.

5. **Lap Belts**

The lap belt angle shall be between vertical and 45° from vertical.

6. **Anti-Submarine Strap.**

The double leg straps of the six-point system may be attached to the floor structure or to the lap belt so that the occupant sits on them, passing them up between his legs and attaching them with metal-to-metal connection to the single release common to the lap belt and shoulder harness. Alternately, it is permissible, but not recommended, to attach the leg straps to the floor forward of the seat cushion.

The single anti-submarine strap of the five-point system shall be attached to the floor structure of the car and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness.

7. **Mounts**

In cases where reinforcing plates or washers (minimum size 2" diameter X 1/8" thick) are used on thin sheet metal, such as the floor, they must be securely attached to the sheet metal to prevent a "can opener" type failure of the mount. Weave through (ladder type) brackets must not be subjected to a bending load. All bolts must be 3/8" diameter SAE Grade 5 or better.

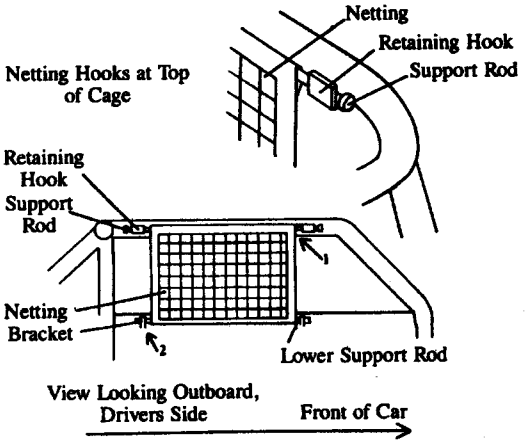
8. **FIA approved harnesses**

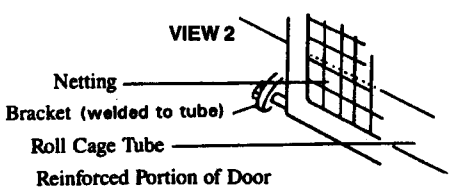
Harnesses are authorized and must remain intact as they came from the manufacturer.

9. **Seats**

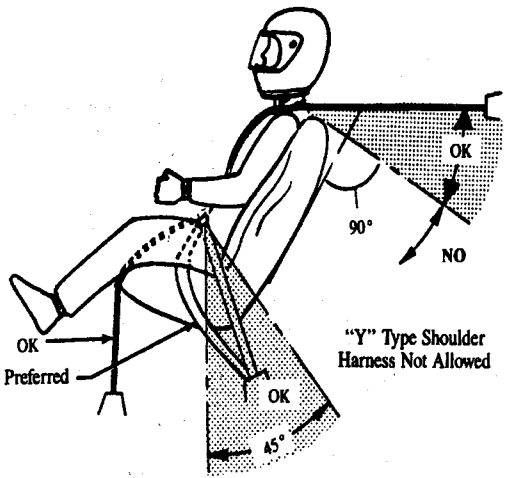
Driver and co-driver seats must be firmly mounted to the structure of the car and be of one piece type, frame construction; or the seat backs must be braced in such a way as to prevent the seat back from collapsing backward in the event of an accident.

PROPER WINDOW NET INSTALLATION
VIEW 1

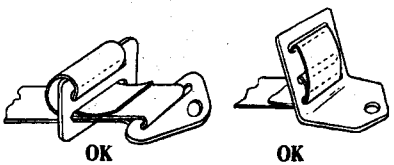




PROPER RESTRAINT HARNESS INSTALLATION



Note: FIA approved harnesses are authorized and must remain intact as they came from the manufacturer.



APPENDIX Z ROLLOVER PROTECTION

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

Roll cages are required in all vehicles. For roll cages not constructed to FIA specifications, the following specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

1. Basic Design Considerations

1.A. The basic purpose of the roll cage is to protect the occupants if the car turns over or is involved in a serious accident. This purpose should not be forgotten.

1.B. The main roll cage hoop must extend the full width of the driver/co-driver compartment and must be a minimum of two inches above the top of the occupants' helmets when sitting in the normal position, or as near the roof as practical in closed cars. It shall not be more than ten inches behind the driver/co-driver.

1.C. The roll cage must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

2. Material

The roll cage hoop and all braces must be seamless or DOM steel tubing. Either mild steel or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130 or equivalent is permitted. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant. ERW tubing may be used, refer to B.2 for sizes.

2.A. For the purpose of determining tubing sizes, the vehicle weight is without occupants. The minimum size of the tubing shall be determined as follows:

Vehicle	ROLL CAGE	
Rally Weight	Mild Steel	Alloy Steel
900# to 1500#	1.375"x.095"	1.375"x.080"
1500# to 2500#	1.50"x.095"	1.375"x.095"
over 2500#	1.50"x.120" or 1.75"x.095"	1.50"x.095"
ERW tubing sizes		
up to 2500#	1.50"x.120"	
over 2500#	1.75"x.120"	

2.B. An inspection hole of at least 1/8-inch diameter must be provided in a non-critical area of the main hoop to facilitate verification of wall thickness.

2.C. Where bolts and nuts or other fasteners are used, they shall be at least 3/8" diameter SAE Grade 5 or equivalent quality.

3. Fabrication

3.A. One continuous length of tubing must be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.

3.B. All welding must be of highest possible quality with full penetration. Arc welding, particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or die penetrant after fabrication. Alloy steel must be normalized after welding.

4. Bracing

4.A. Two fore-aft braces made of tubing at least equal to that required for the main hoop are required. Diagonal lateral bracing to prevent distortion of the hoop is required per Figure 7 or 8.

4.B. The fore-aft bracing must be attached as near as possible to the top of the hoop but not more than six inches below the top of the hoop and at an occluded angle of at least 30°.

4.C. Bracing may be added to support the roll cage at the front and rear shock towers. Lateral bracing may also be added to prevent shock tower collapse. In the case of Production Class cars, this bracing should be easily removable. It is intended that Production Class cars may compete in other SCCA series.

4.D. Sidebars

4.D.1. All cars in the Open, Group 5, Group 2 and Rallytruck classes must have a side door bar (see Appendix T for Rallytruck class).

4.D.2. The bracing must be of the same size and thickness as the roll cage material.

4.D.3. Side door bars must be connected to the rear hoop and the front hoop as per Appendix Z, figure 9 (G & H).

4.D.4. It is recommended that the original door beams be left intact for maximum protection.

4.D.5. It is acceptable to install the side bar at the door sill and recommended that it be no higher than the bottom seat cushion level.

4.D.5. If original door beams are removed then the side bar or bars should be placed as far out as possible. This is so there is a longer time span for them to absorb energy. It is recommended that this bar(s) be mounted no higher than two inches above the bottom seat cushion with the second bar four to six inches above the lower bar and any support tubes between the two side bars must be spaced no more than eight inches apart. All side bar tubes must be the same material and dimensions as the main hoop.

4.D.7. All eligible DPR cars must have the factory door beams left intact (side collision intrusion beams), or an alternate side brace installed between the front and rear hoops (see Article 9, G-H). Brace must be of the same size and thickness as the required roll cage material. Side brace is to be installed across the

door opening low enough and in such a manner that it will not be able to come in contact with the driver/co-driver's rib cage or unprotected flank area. Trucks which have no factory door beam are required to install an alternate side brace.

5. Mounting

5.A. Roll cages and braces must be attached to the frame of the car wherever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16" thick.

5.B. In the case of cars with unitized or frameless construction, or cars with frames where frame mounting is impractical, mounting plates must be used to secure the roll cage structure to the structure of the car. The important consideration is that the load be distributed over as large an area as possible.

Mounting plates bolted to the structure shall not be less than 3/16" thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through bolted together using at least 3 bolts.

Mounting plates welded to the structure shall not be less than .080 inch thick. Wherever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

6. Padding

Any portion of the roll structure which might be contacted by the driver/co-driver's helmet shall be covered with energy absorbing material (high density) to a minimum thickness of 1/2 inch.

7. Removable Roll Cages and Braces

Removable roll cages and braces must be carefully designed to be at least as strong as a permanent installation. Removable connections must be a type approved by SCCA. The approved types are shown in Figures 1 thru 6. Figures 2 thru 6 are only approved for use in bracing and not for the basic frame of the roll cage.

8. Roll Cage

8.A. Requirements

It is required that all cars utilize a roll cage type of construction. A cage not only provides improved safety but also minimizes body distortion in case of an accident.

8.B. Roll hoops

The main roll hoop must be as specified in Section A2. A similar hoop must be in front, supporting the roof and front pillars with horizontal bars connecting the front hoop to the main hoop at each side of the top. Alternately, the front hoop may be constructed by using two side hoops which follow up the front pillars to the roof and then aft to attach to the main hoop. These two side hoops are connected by a tube over the top of the windshield.

8.C. Gussets / Corner Braces

Gussets or corner braces joining the front continuous tubing (the "front hoop") and the brace tubing (the "horizontal bars" or the "tube over the windshield") are required.

If Gussets are used they must be of a minimum thickness equal to the wall diameter of the roll cage tubing and must be a minimum of 2" long and a maximum of 3"long, where they contact the roll cage tubing. They must be welded along these lengths and relieved in the corners so as to not interfere with existing welds (see figure 9, K).

If Corner Braces (tubular gussets) are used they must be made of tubing at least 3/4" in diameter and at least 0.060" wall thickness and should not exceed 4.5" in length.

In either case, they may be positioned either in the roof quadrangle OR in the windshield/door area. Placement of gussett cannot compromise helmet clearance. Proper padding shall be in place on all gussets.

9. Other Designs

Roll cages of alternate material or design may be accepted by the Chief Scrutineer upon presentation of certified data verifying the installation is able to withstand three simultaneously applied loads.

1.5 G Lateral
5.5 G Fore and Aft
7.5 G Vertical

The induced loads being carried over into the primary structure. The use of non-ferrous material is prohibited.

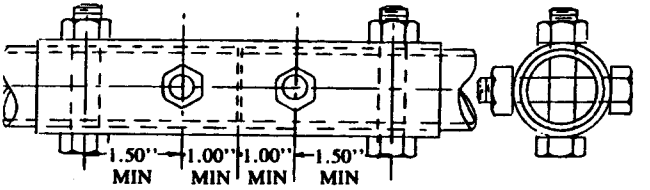


FIGURE 1

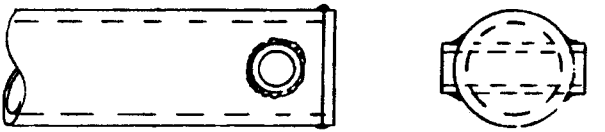


FIGURE 2

FIGURE 3

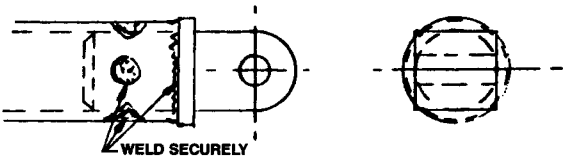


FIGURE 4

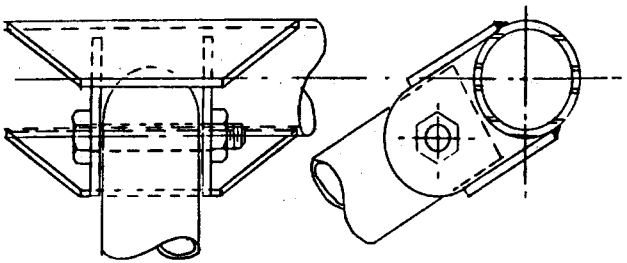


FIGURE 5

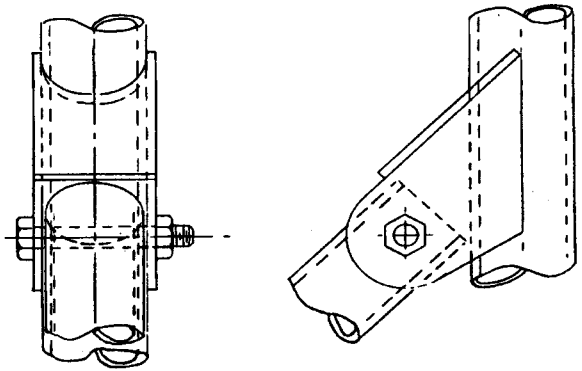
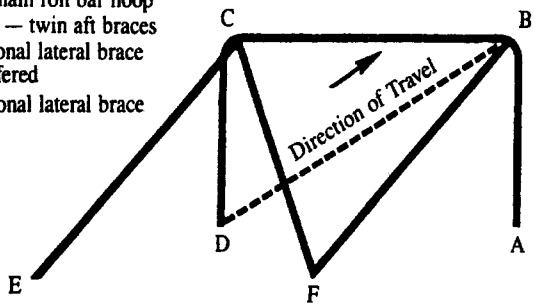


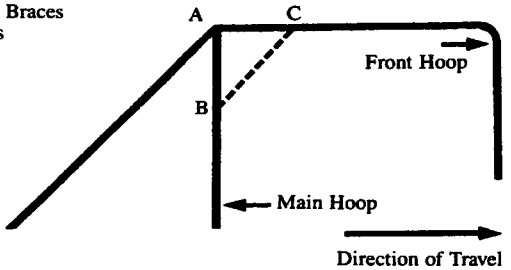
FIGURE 6

ABCD — main roll bar hoop
BF and CE — twin aft braces
CF — diagonal lateral brace
— -prefered
DB — diagonal lateral brace
-ok



Preferred
FIGURE 7

BC - Diagonal Braces
Both Sides



Acceptable
FIGURE 8

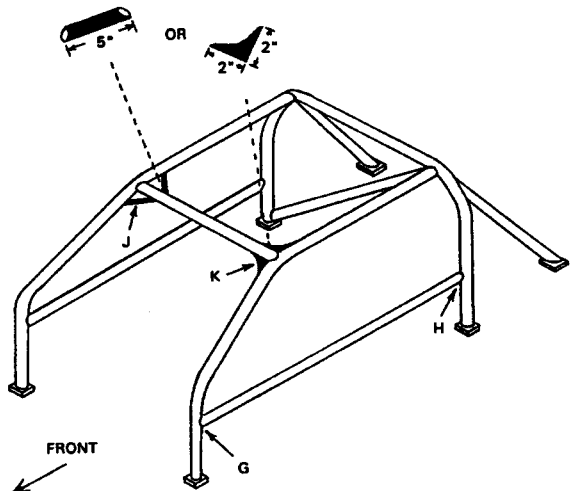


FIGURE 9

SCCA PRO RALLY AWARD WINNERS

OVERALL DRIVER
(John Woolf Cup)

1996	Paul Choiniere	Shelburne, VT
1995	Paul Choiniere	Shelburne, VT
1994	Paul Choiniere	Shelburne, VT
1993	Paul Choiniere	Williston, VT
1992	Paul Choiniere	Williston, VT
1991	Chad DiMarco	Huntington Bch, CA
1990	Paul Choiniere	Williston, VT
1989	Rod Millen	Newport Beach, CA
1988	Rod Millen	Newport Beach, CA
1987	John Buffum	Colchester, VT
1986	John Buffum	Colchester, VT
1985	John Buffum	Colchester, VT
1984	John Buffum	Colchester, VT
1983	John Buffum	Colchester, VT
1982	John Buffum	Colchester, VT
1981	Rod Millen	Auckland, New Zealand
1980	John Buffum	Colchester, VT
1979	John Buffum	Colchester, VT
1978	John Buffum	Colchester, VT
1977	John Buffum	Colchester, VT
1976	Hendrik Blok	Los Angeles, CA
1975	John Buffum	Colchester, VT
1974	Gene Henderson	Dearborn, MI
1973	Scott D. Harvey	Rochester, MI

OVERALL CO-DRIVER
(Grant Whitaker Cup)

1996	Jeff Becker	Great Neck, NY
1995	Jeff Becker	Great Neck, NY
1994	Jeff Becker	Great Neck, NY
1993	Jeff Becker	Great Neck, NY
1992	Jeff Becker	Great Neck, NY
1991	Erick Hauge	Napa, CA
1990	Cal Coatsworth	Corona Del Mar, CA
1989	Tony Sircombe	Huntington Bch, CA
1988	Harry Ward	Toledo, OH
1987	Tom Grimshaw	Overland Park, KS
1986	Tom Grimshaw	Overland Park, KS
1985	Tom Grimshaw	Overland Park, KS
1984	R. Dale Kraushaar	Tigard, OR
1983	Doug Shepherd	Livonia, MI
1982	Doug Shepherd	Livonia, MI
1981	R. Dale Kraushaar	Tigard, OR
1980	Doug Shepherd	Ann Arbor, MI
1979	Mark Howard	Newport Beach, CA
1978	Doug Shepherd	Ann Arbor, MI
1977	Vicki Dykema	Shelburne, VT
1976	Erick Hauge	Sacramento, CA
1975	Vicki Dykema	Shelburne, VT
1974	Kenneth A. Pogue	Detroit, MI
1973	Wayne J. Zitkus	Toledo, OH

PRODUCTION GT DRIVER

1996	**Selcuk Karamanoglu**	**Bath, ME**
1995	Cal Landau	Coraopolis, PA
1994	Selcuk Karamanoglu	Bath, ME
1993	Todd Bawden	Anaheim, CA
1992	Tim O'Neil	Franconia, NH
1991	Michael Grieb	Petoskey, MI
1990	Tom Ottey	Columbus, OH
1989	Doug Shepherd	Plymouth, MI
1988	Doug Shepherd	Plymouth, MI
1987	Daniel Gilliland	Ann Arbor, MI
1986	Doug Shepherd	Livonia, MI
1985	Steve Nowicki	Midland, MI
1984	Richard Kelsey	Fountain Valley, CA

PRODUCTION GT CO-DRIVER

1996	Yorgi Bittner	Plain City, OH
1995	Eric Marcus	Dayton, OH
1994	John McArthur	Honeoye Falls, NY
1993	Frank Arruda	Johnston, RI
1992	Tom Burgess	Vancouver, BC
1991	Bob Martin	Goodrich, MI
1990	Pamela McGarvey	Columbus, OH
1989	Joe Andreini	Grosse Pte Pk, MI
1988	Joe Andreini	Grosse Pte Pk, MI
1987	Betty-Ann Gilliland	Ann Arbor, MI
1986	Ginny Reese	Ann Arbor, MI
1985	David Stone	Acme, MI
1984	Chris Senske	Kennewick, WA

PRODUCTION DRIVER (DONISON CUP)

1996	Jim Anderson	Mebane, NC
1995	Tad Ohtake	Dearborn, MI
1994	Dave Turner	Hemet, CA
1993	Peter Cunningham	Whitefish Bay, WI
1992	W.G. Giles	Birmingham, MI
1991	Cal Landau	Coraopolis, PA
1990	C. Mark Molnar	Newark, OH
1989	Tim O'Neil	Whitefield, NH
1988	Niall Leslie	Ontario, Canada
1987	Guy Light	Midland, MI
1986	John Crawford	Northville, MI
1985	Doug Shepherd	Plymouth, MI
1984	Doug Shepherd	Livonia, MI
1983	Steve Nowicki	New Berlin, WI
1982	Steve Nowicki	New Berlin, WI
1981	Jon Davis	Houghton, MI
1980	Jon Davis	Houghton, MI

GROUP 2 DRIVER

1996	Mike Whitman	Farmington, NM
1995	Sam Bryan	Kent, WA
1994	Goran Ostlund	El Salvador

GROUP A DRIVER

1995	Bruce Newey	Atlanta, GA
1994	Peter Moodie	Kingston, Jamaica
1993	Chad DiMarco	Huntington Beach, CA
1992	Chad DiMarco	Huntington Beach, CA
1991	Chad DiMarco	Huntington Beach, CA
1990	Chad DiMarco	Huntington Beach, CA
1989	Rod Millen	Newport Beach, CA
1988	Rod Millen	Newport Beach, CA
1987	Rod Millen	Newport Beach, CA
1986	Walter Boyce	Ontario, Canada
1985	Clive Smith	Fountain Valley, CA

RALLYTRUCK DRIVER (see Production)

1995	Dave Turner	Hemet, CA
1994	Jeff Hendricks	Prescott, AZ
1993	Guy Light	Carsen City, NV
1992	Gary Gooch	Union City, CA
1991	Guy Light	Carson City, NV
1990	Roger Hull	Prescott, AZ
1989	Gary Gooch	Union City, CA

PRODUCTION CO-DRIVER

1996	Bill Gutzman	Ontario, CA
1995	Bob Martin	Goodrich, MI
1994	Bill Gutzmann	Ontario, CA
1993	Joe Andreini	Grosse Pointe Pk, MI
1992	Bob Pierce	Midland, MI
1991	Eric Marcus	Indianapolis, IN
1990	Yorgi Bittner	Plain City, OH
1989	Martin Headland	Alberta, Canada
1988	Brian Maxwell	Toronto, Canada
1987	Jim Brandt	Lake Odessa, MI
1986	Joe Andreini	Grosse PointePk, MI
1985	Linda Wilcox	Kennebrink, ME
1984	Linda Wilcox	S.Burlington, VT
1983	Craig Marr	Oroville, CA
1982	Linda Liversidge	Jericho, VT
1981	Harry Ward	Toledo, OH
1980	Harry Ward	Toledo, OH

GROUP 2 CO-DRIVER

1996	Paula Gibeault	Ridgecrest, CA
1995	Robinson Walden	Seattle, WA
1994	Steve Baker	Snohomish, WA

GROUP A CO-DRIVER

1995	Charles Bradley	Ardmore, PA
1994	Michael Fennell	Kingston, Jamaica
1993	Erick Hauge	Napa, CA
1992	Erick Hauge	Napa, CA
1991	Erick Hauge	Napa, CA
1990	Erick Hauge	Napa, CA
1989	Tony Sircombe	Huntington Bch, CA
1988	Harry Ward	Toledo, OH
1987	Harry Ward	Toledo, OH
1986	Howard Watanabe	W. Covina, CA
1985	Harry Ward	Toledo, OH

RALLYTRUCK CO-DRIVER

1995	Ben Bradley	Portland, OR
1994	Noble Jones	Prescott, AZ
1993	David K. White	Benica, CA
1992	Judi Gooch	Union City, CA
1991	Guy Light	Carson City, NV
1990	Rob Cherry	Prescott, AZ
1989	Gary Gooch	Union City, CA

OVERALL TIRE MANUFACTURER

1988-1996	Michelin Tire Corporation

OVERALL MANUFACTURER

1996	Hyundai Motor America
1995	Mitsubishi of America
1990-1994	Audi of America
1988-1989	Mazda (North America), Inc.
1986-1987	Audi of America
1985	Mazda (North America), Inc.
1982-1984	Porsche & Audi of America
1981	Mazda (North America), Inc.
1980	Jaguar Rover Triumph Inc.
1978-1979	Nissan Motors U.S.A. (Datsun)
1977	Chrysler / Nissan Motor
1975-1976	Nissan Motors U.S.A. (Datsun)

GROUP 2 MANUFACTURER

1996	Nissan Motor America
1994-1995	Saab-Scaria of America, Inc.

RALLYTRUCK MANUFACTURER

1995	Mitsubishi of America
1994	Chrysler (Jeep)
1993	Mitsubishi of America
1992	Toyota Motor Sales USA
1991	General Motors Corporation
1989-90	Toyota Motor Sales USA

PRODUCTION MANUFACTURER

1996	Kia
1995	American Honda
1994	Mitsubishi of America
1993	Acura
1989-1992	Volkswagen of America, Inc.
1988	Toyota Motor Sales, U.S.A.
1987	Volkswagen of America, Inc.
1984-1986	Dodge Division, Chrysler Corp.
1983	Plymouth Div., Chrysler Corp.
1980-1982	Saab-Scania of America, Inc.

PRODUCTION GT MANUFACTURER

1996	Eagle Division Chrysler Corp.
1995	Toyota Motor Sales, U.S.A.
1993-1994	Mitsubishi of America
1990-1992	Mazda Motor of America, Inc.
1985-1989	Dodge Division, Chrysler Corp.
1984	Mazda (North America), Inc.

GROUP A MANUFACTURER

1996	Class discontinued
1995	Toyota Motor Sales, USA
1994	Mazda (North America)
1990-1993	Subaru of America
1987-1989	Mazda (North America), Inc.
1986	Toyota Motor Sales USA
1985	Toyota Motor Sales USA

JON WOODNER CUP

Selected annually, this award goes to the top placing 2WD driver in the NPR series. The award is in memory of Jon Woodner, a former road racer and D Production National Champion in the mid 1970's. Jon began rallying in a Triumph TR8 and finally in Group B in a Peugot. Jon was killed in 1987 in a single seat plane accident while performing an experiment. The cause of the accident was never identified.

YEAR	COMPETITOR	HOMETOWN
1996	Henry Krolikowski	Wyandotte, MI
1995	Sam Bryan	Kent, WA
1994	Goran Ostlund	San Salvador, El Salvador
1993	Peter Cunningham	Whitefish Bay, WI
1992	Roger Hull	Prescott, AZ
1991	Cal Landau	Coraopolis, PA
1990	Doug Shepherd	Plymouth, MI
1989	Doug Shepherd	Plymouth, MI

NATIONAL PRO Rally OF THE YEAR

Selected annually by the NPRSS for the PRO Rally which organized the best NPR of the year and best represents the intent of the National Series.

YEAR	EVENT	REGION	ORGANIZERS	
1996	Lake Superior	Lake Superior	Kevin DeLoughary	
1995	Susquehannock Trail	Finger Lakes	John McArthur	
1994	Rim of the World	Cal Club	Mike Gibeault	Paula Gibeault
1993	Press on Regardless	Detroit	John Davis	Gene Henderson
1992	Maine Forest Rally	New England	John Buffum	Mark Williams
1991	Rim of the World	Cal Club	Mike Gibeault	Paula Gibeault
1990	Susquehannock Trail	Finger Lakes	John Robinson	Rusty Campbell
1989	Michelin Pacific Forest	Northwest	Gary Reid	Bob Grass
1988	Susquehannock Trail	Finger Lakes	John Robinson	Rusty Campbell
1987	Wild West	Northwest	John Nagel	
1986	Ojibwe PRO Rally	Land O'Lakes	Bob Nielsen	Brian Jacobson
1985	Sunriser 400	Ohio Valley	Richard D. Paddock	
1984	Olympus International	Northwest	John Nagel	
1983	Susquehannock Trail	Finger Lakes	Dennis Doherty	
1982	Budweiser Forest	Ohio Valley	Eric Jones	
1981	Press On Regardless	Detroit	Gary Hays	
1980	Chisum Trail	Texas	Tom Grimshaw	John Grimshaw
1979	100 Acre Wood	St. Louis	Kim DeMotte	
1978	Big Bend Bash	Texas	Costa Dunias	
1977	LaJornada Trabajosa	Cal Club	Wes Gaede	
1976	Allegro	Northwest Ohio	Wayne J. Zitkus	

ROBERT V. RIDGES MEMORIAL AWARD

This award is presented to the SCCA member who exemplifies the highest degree of dedication and sportsmanship in the sport during the preceding year; who has made an outstanding contribution to the success of an event during its execution; who has made an outstanding contribution to the program as a whole; who has exhibited exceptional sportsmanship involving personal sacrifice; or who has undertaken physical risk for the preservation of life or property. The recipient is selected by the Road Rally Board and PRB based on recommendations of any rally participant or Board member.

1994	Gene Henderson	Pinckney, MI	1976	Clyde Durbin	Dallas, TX
1993	Bob Radford	Rockford, IL	1975	Wayne J. Zitkus	Toledo, OH
1991	John Classen	Burbank, CA	1973	Erhard Dahm	Farmington, MI
1990	Norman W. Hill	Lisle, Il		Tom Grimshaw	Denton, TX
1989	Virginia J. Reese	Ann Arbor, MI	1972	Ken W. Adams	Bakersfield, CA
1987	John Buffum	Colchester, VT	1971	Ronald W.Jones	Tucson, AZ
1985	W. David Teter	Newark, DE	1969	Victor T. Wallder	Nutley, NJ
1982	"Doc" Shrader	W.Memphis, AR	1967	Frank J. Schmitz	Shawnee Msn, KS
1979	Harry M. Handley	Westport, CT	1965	Sam E. Fast	Middletown, NY

SUPER D CHAMPIONSHIP WINNERS

EAST AREA DRIVER

1996	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Dean Fry	Reading, PA

CENTRAL AREA DRIVER

1996	O2	Henry Krolikowski	Wyandotte, MI
	U2	Bob Nielson	St. Paul, MN
	O4	Ken Stewart	Grove, OK

WEST AREA DRIVER

1996	O2	Ralph Kosmides	Newport Bch, CA
	U2	Lon Peterson	Victorville, CA
	O4	Dennis Chizma	Simi Valley, CA

EAST AREA CO-DRIVER

1996	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn,NY
	O4	Don Kennedy	Shillington, PA

CENTRAL AREA CO-DRIVER

1996	O2	Cindy Krolikowski	Wyandotte, MI
	U2	Jennifer Mynhier	Indianapolis, IN
	O4	Doc Shrader	W. Memphis, TN

WEST AREA CO-DRIVER

1996	O2	Joe Noyes	Bothell, WA
	U2	Bill Gutzmann	Ontario, CA
	O4	Carlos Tavares	San Jose, CA

OVERALL SUPERD DRIVER CHAMPION (RUN-OFFS)

1996	O2	Ralph Kosmides	Newport Beach, CA	WEST
	U2	Lon Peterson	Victorville, CA	WEST
	O4	Dennis Chizma	Simi Valley, CA	WEST

OVERALL SUPERD CO-DRIVER CHAMPION

1996	O2	Cindy Krolikowski	Wyandotte, MI	CENTRAL
	U2	Adam Pelc	Brooklyn,NY	EAST
	O4	Carlos Tavares	San Jose, CA	WEST

OVERALL DIVISIONAL DRIVER CHAMPION (RUN-OFFS)

1996	O2	Monty Horn	Olympia, WA	NORPAC
	U2	Jack Horn	Rainier, WA	NORPAC
	O4	Janice Damitio	Montesano, WA	NORPAC
1995	O2	Lesley Suddard	Wilmington, DE	NEDIV
	U2	Sylvester Stepniewski	Union, NJ	NEDIV
	O4	Janice Damitio	Montesano, WA	NORPAC
1993		Mike Whitman	Farmington, NM	RMDIV
1992		Henry Krolikowski	Wyandotte, MI	CENDIV
1991		Lon Peterson	Victorville, CA	SOPAC
1990		John C. Christensen	Edmonds, WA	NORPAC
1989		Erik Zenz	New Berlin, WI	CENDIV
1988		Tim O'Neil	Whitefield, NH	NEDIV
1987		Mike Purzycki	Fenton, MI	CENDIV
1986		Dean Blagowsky	Timberon, NM	SOPAC
1985		Scott Child	Santa Ana, CA	SOPAC
1984		Mike Whitman	Prescott, AZ	SOPAC

Note: After the 1996 season, the PRO Rally Run-offs will only encompase SuperD competition.

OVERALL DIVISIONAL CO-DRIVER CHAMPION

1996	O2	Mark Rathsam	Del Mar, CA	SOPAC
	U2	Adam Pelc	Brooklyn, NY	NEDIV
	O4	Carlos Tavares	San Jose, CA	SOPAC
1995	O2	Bill Gutzmann	Ontario, CA	SOPAC
	U2	Nobel Jones	Prescott, AZ	SOPAC
	O4	Brian Paul	Anaheim, CA	SOPAC
1994	O2	Mark Williams	North Potomac, MD	NEDIV
	U2	Steve Baker	Snohomish, WA	NORPAC
	O4	Scott Webb	Seal Beach, CA	SOPAC
1993		Kevin Linville	Durango, CO	RMDIV
1992		Chris Griffin	Burbank, CA	SOPAC
1991		Ray Damitio	Olympia, WA	NORPAC
1990		Rod Chelgren	Renton, WA	NORPAC
1989		Brian Berg	Milwaukee, WI	CENDIV

DIVISIONAL CHAMPIONSHIP WINNERS

NEDIV DRIVER

1996	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Dean Fry	Reading, PA
1995	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Gail McGuire	Avon, NY
1994	O2	Bob Elliott	Rutland, VT
	U2	Gerald Sweet	Oak Ridge, NJ
	O4	Rees Harris	S. Burlington, VT
1993		Frank Cunningham	Boston, MA
1992		Dick Corley	Colchester, VT
1991		Vincent Frontinan	Somerville, MA
1990		Sakis Hadjiminas	Floral Park, NY
1989		Sandy Liversidge	Kennebunk, ME
1988		Tim O'Neil	Whitefield, NH
1987		Vincente Frontinan	Somerville, MA
1986		Nelson Shepard	Williston, VT
1985		Bob Voll	Southbury, CT
1984		Kevin O'Dea	South Wales, NY

NEDIV CO-DRIVER

1996	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn, NY
	O4	Don Kennedy	Shillington, PA
1995	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn, NY
	O4	C. Mantopolous	Statton Island, NY
1994	O2	Mark Williams	N. Potomac, MD
	U2	Stuart Spark	Woodcliff Lk, NJ
	O4	Olga Orisek	White Plains, NY
1993		Charles Bradley	Ardmore, PA
1992		Lance Smith	Williston, VT
1991		Frank Arruda	Williston, VT
1990		Mario Karageorgi	Huntington, NY
1989		Boyd Smith	Trout Run, PA
1988		Virginia Bray	Whitefield, NH
1987		Manul San Bento	Somerville, MA
1986		Doug Nerber	Stowe, VT
1985		Diane Houseal	Lansdale, PA
1984		Not awarded	

SEDIV DRIVER

1995	02	Greg Healey	Hartsville, SC
	U2	David Payne	Norcross, GA
	04	Not awarded	
1994	O2	Robert Waits	Lawrenceville, GA
	U2	David Payne	Marietta, GA
	O4	Not awarded	
1993		Bruce Newey	Marietta, GA
1992		Bruce Newey	Marietta, GA
1991		Bruce Newey	Marietta, GA
1990		Charles E.McCrary III	Marietta, GA
1989		Not awarded	
1988		Mark Pullen	Roswell, GA
1987		Mark Bowers	Woodburn, IN
1986		Chuck McCreary	Marietta, GA
1985		Chuck McCreary	Marietta, GA
1984		Mark Bowers	Shellbyville, IN

SEDIV CO-DRIVER

1995	O2	Not awarded	
	U2	Not awarded	
	O4	Not awarded	
1994	O2	James Hurley	Knoxville, TN
	U2	Rusty Megois	Atlanta, GA
	O4	Matt Chester	Atlanta, GA
1993		Kennon Rymer	Knoxville, TN
1992		Kennon Rymer	Knoxville, TN
1991		Paul Wearing	Atlanta, GA
1990		Duane Simpson	Charlotte, NC
1989		Not awarded	
1988		Lori Ann Payne	Easley, SC
1987		Lori Ann Payne	Easley, SC
1986		Not awarded	
1985		Ken Cassidy	Scottsdale, AZ
1984		Not awarded	

CENDIV DRIVER

1996	O2	Chris Czyzio	Flushing, MI
	U2	Bob Nielsen	St. Paul, MN
	O4	Ken Stewart	Grove, OK
1995	O2	Mike Hurst	Pendleton, IN
	U2	Alan Fahrner	Canton, OH
	O4	Ken Stewart	Grove, OK
1994	O2	Mike Hurst	Pendleton, IN
	U2	Bob Nielson	St. Paul, MN
	O4	Ken Stewart	Grove, OK
1993		Mike Hurst	Pendleton, IN
1992		Pete Cunningham	Milwaukee, WI
1991		W.G. Giles	Midland, MI
1990		Stuart Sarasin	Marquette, MI
1989		Erik Zenz	New Berlin, WI
1988		Mike Purzycki	Fenton, MI
1987		Jim Warren	Midland, MI
1986		Carl Kieranen	Toivola, MI
1985		Tom Bell	Williamsburg, MI
1984		Jim Warren	Midland, MI

CENDIV CO-DRIVER

1996	O2	Eric Carlson	Hermantown, MN
	U2	John Atsma	Grand Rapids, MI
	O4	Doug Dill	Minneapolis, MN
1995	O2	Rob Bohn	Plain City, OH
	U2	Kevin West	Bolivar, OH
	O4	George Bittner	Grove, OK
1994	O2	Rob Bohn	Indianapolis, IN
	U2	Kevin West	Bolivar, OH
	O4	Bill Westrick	Rochester, MN
1993		Brent Cary	Indianapolis, IN
1992		Cindy Krolikowski	Wyandotte, MI
1991		Bob Pierce	Midland, MI
1990		Joyce Sarasin	Marquette, MI
1989		Brian Berg	Milwaukee, WI
1988		Dan Wernette	Warren, MI
1987		Dan Wernette	Warren, MI
1986		Diane Sargent	Proctor, MN
1985		Mary Jo Czyzio	Traverse City, MI
1984		Bob Burton	Appleton, WI

SOWEST/MIDDIV DRIVER

1996	O2	John Moore	Little Rock , AR
	U2	Joey Odero-Jowi	Arlington, TX
	O4	Not awarded	
1995	O2	John Moore	Little Rock , AR
	U2	Joey Odero-Jowi	Arlington, TX
	O4	Scott Justus	Jonesboro, AR
1994	O2	Dave Thomas	St. Charles, MO
	U2	"Doc" Shrader	W.Memphis, AR
	O4	Scott Justus	Payetteville, AR
1993		Ken Stewart	Grove, OK
1992		Dave Thomas	St. Charles, MO
1991		Ken Stewart	Grove, OK
1990		James L. Dale, Jr.	Conway, AR
1989		Dave Thomas	Cedar Hill, TX
1988		Dave Thomas	Cedar Hill, TX
1987		Steve Culp	Knoxville, TN
1986		Dean Blagowsky	Timberon, NM
1985		Hazzie Quick	Timberon, NM
1984		Dean Blagowsky	Pinon, NM

SOWEST/MIDDIV CO-DRIVER

1996	O2	Billy Beber	
	U2	Not awarded	
	O4	Not awarded	
1995	O2	Don Hanke	Flower Mound, TX
	U2	Juanita Miller	Sachse, TX
	O4	Doc Shrader	W. Memphis, TX
1994	O2	Don Hanke	Flower Mound, TX
	U2	Don Gage	W.Memphis, AR
	O4	Steven Scott	W.Memphis, AR
1993		Bob Logue	Garland, TX
1992		Doug Otoupal	Ft. Davis, TX
1991		Tom Schlegel	Odessa, TX
1990		Dan Pillow	Dallas, TX
1989		Dan Pillow	Dallas, TX
1988		Karen Burrows	N. Little Rock, AR
1987		Karen Burrows	N. Little Rock, AR
1986		Sherri Morgan	Alamogordo, NM
1985		Susan Quick	Timberon, NM
1984		Sherri Morgan	Alamogordo, NM

***MIDDIV was listed with RMDIV until 1994 when it was combined with SWDIV.**

RMDIV DRIVER

1996	O2	Mick Kilpatrick	Durango, CO
	U2	David Peterson	Aspen, CO
	O4	Robert Gilliard	Aurora, CO
1995	O2	Bob Burtis	Indian Hills, CO
	U2	John Golden	Lakewood, CO
	O4	Larry Schmidt	Broomfield, CO
1994	O2	Bob Burtis	Indian Hills, CO
	U2	Mike Whitman	Farmington, NM
	O4	Larry Schmidt	Broomfield, CO
1993		Mike Whitman	Farmington, NM
1992		Barry Beal	Denver, CO
1991		Clay Thomas	Denver, CO
1990		John McGrigg	Waukesha, WI
1989		Regan Smolkovich	Denver, CO
1988		Ken Stewart	Grove, OK
1987		Clay Thomas	Denver, CO
1986		Ken Stewart	Grove, OK
1985		Ken Stewart	Grove, OK
1984		Robert Hancock	Tulsa, OK

RMDIV CO-DRIVER

1996	O2	Doug Robinson	Englewood, CO
	U2	Rob Seidel	
	O4	Mary Engstrom	Golden, CO
1995	O2	James Burtis	Morrison, CO
	U2	Greg Chalupka	Aspen, CO
	O4	Mary Engstrom	Golden, CO
1994	O2	Rick Burtis	Morrison, CO
	U2	Kevin Linville	Durango, CO
	O4	Ralph Starr	Alamagordo, NM
1993		Kevin Linville	Durango, CO
1992		Stuart Beal	Tulsa, OK
1991		Dan Gensheimer	Aurora, CO
1990		Regan Smolkovich	Denver, CO
1989		Ralph Starr	Alamogordo, MN
1988		Jannel James	Grove, OK
1987		Kathleen Nordine	Denver, CO
1986		Mike Muenter	St. Peters, MO
1985		Mike Muenter	St. Peters, MO
1984		Steve Schroeder	Tulsa, OK

* MIDDIV was included with the RMDIV until 1993; beginning 1994, MIDDIV was combined with SWDIV.

SOPAC DRIVER

1996	O2	George Plsek	DelMar, CA
	U2	Bill Malik	Burbank, CA
	O4	Dennis Chizma	Simi Valley, CA
1995	O2	Lon Peterson	Victorville, CA
	U2	Jeff Hendricks	Prescott, AZ
	O4	Chris Weleff	Riverside, CA
1994	O2	Lon Peterson	Victorville, CA
	U2	Jeff Hendricks	Prescott, AZ
	O4	Mitch McCullough	Irvine, CA
1993		Todd Bawden	Costa Mesa, CA
1992		Lon Peterson	Victorville, CA
1991		Lon Peterson	Victorville, CA
1990		Gary Luke	Morgan Hill, CA
1989		Jeff Griffin	Tujunga, CA
1988		Lon Peterson	Victorville, CA
1987		Bill Holmes	Malibu, CA
1986		Lon Peterson	Victorville, CA
1985		Scott Child	Santa Ana, CA
1984		Mike Whitman	Prescott, AZ

SOPAC CO-DRIVER

1996	O2	Mark Rathsam	Del Mar, CA
	U2	Bill Staley	Perris, CA
	O4	Carlos Tavares	San Jose, CA
1995	O2	Bill Gutzmann	Ontario, CA
	U2	Noble Jones	Prescott, AZ
	O4	Brian Paul	Anaheim, CA
1994	O2	Bill Gutzmann	Ontario, CA
	U2	Kelly Walsh	Costa Mesa, CA
	O4	Scott Webb	Hermosa Bch, CA
1993		Cal Coatsworth	Corona Del Mar, CA
1992		Chris Griffin	Burbank, CA
1991		Jim Love	Upland, CA
1990		Mark Williams	Gaithersburg, MD
1989		Camille Griffin	Tujunga, CA
1988		Jim Love	Upland, CA
1987		Jim Rogers	Van Nuys, CA
1986		Jim Love	Upland, CA
1985		Pat McMahon	El Toro, CA
1984		Lynnette Allison	Corona, CA

NORPAC DRIVER			
1996	O2	Monty Horn	Olympia, WA
	U2	Jack Horn	Rainier, WA
	O4	Janice Damitio	Montesano, WA
1995	O2	Ralph Kosmides	Newport Bch, CA
	U2	Simon Levear	Tigard, OR
	O4	Janice Damitio	Montesano, WA
1994	O2	Duane Bender	Bellevue, WA
	U2	Goran Ostlund	New Orleans, LA
	O4	Dale Beard	Bims, WA
1993		Greg Lund	Kent, WA
1992		Greg Lund	Kent, WA
1991		Grant Whiting	Olympia, WA
1990		John Christensen	Edmonds, WA
1989		Mark Qvale	Kent, WA
1988		Grant Whiting	Olympia, WA
1987		Steve Roberts	Belleview, WA
1986		Grant Whiting	Olympia, WA
1985		Steve Roberts	Bellevue, WA
1984		Kevin Gordham	Olympia, WA

NORPAC CO-DRIVER			
1996	O2	Scott Simons	Tumwater, WA
	U2	Eric Schlid	
	O4	Amity Trowbridge	Seattle, WA
1995	O2	Penny Paterson	Redmond, WA
	U2	Lee Shadbolt	Tigard, OR
	O4	Ben Bradley	Portland, OR
1994	O2	Mary Jo Czyzio	Flushing, MI
	U2	Steve Baker	Snohomish, WA
	O4	Richard Simons	Bonney Lk, WA
1993		Lynne Lund	Kent, WA
1992		Lynne Lund	Kent, WA
1991		Ray Damitio	Olympia, WA
1990		Rod Chelgren	Renton, WA
1989		Casey Qvale	Kent, WA
1988		Ray Damitio	Olympia, WA
1987		Don Gibson	Belleview, WA
1986		Ray Damitio	Olympia, WA
1985		Casey Qvale	Kent, WA
1984		Phil Bain	Tacoma, WA

BEST EVENT WITHIN DIVISION

This award is established to recognize and reward the efforts of the organizing committee of DPR events without whom the DPR Series could not function. Selection will be made on the basis of the top scoring event using the following formula: 50% results of competitor evaluation reports (CER's). Events must have a 50% return rate on CER's in order to be eligible; 25% - evaluation of the event Steward; and 25%- evaluation of DPRS. This award will be presented at individual Divisional Awards Ceremonies. This event, (i.e., the 1990 "Southern Pacific Divisional PRO Rally") will be recommended to the PRB as one of the seven finalists for "Divisional PRO Rally of the Year."

DIVISIONAL PRO Rally OF THE YEAR

Each season the PRB will declare one event "Divisional PRO Rally of the Year." Selection will be made from the seven best Divisional events (one from each Division as selected by the DPRSs) on the basis of the following: results of competitor evaluation report; events must get 50% of their CER's returned to be eligible; evaluation of event Steward, DPRS, and PRB. DPRS must forward documentation to the RSD.

YEAR	EVENT	REGION	ORGANIZER
1996	TBD		
1995	TBD		
1994	Twin Peaks	Northwest	
1993	Not awarded		
1992	Doo Wop Series	Northwest	Ray Damitio Ben Bradley, & Toni Branshaw
1991	Gold Rush	Colorado	Regan Smolkovich
1990	Gold Rush	Colorado	Regan Smolkovich
1989	Mediquick Cherokee NE	Oklahoma	Ken Stewart
1988	Gold Rush	Colorado	Regan Smolkovich
1987	Chattahooche Forest	Atlanta	Martin George
1986	John's River Lodge	Northwest	John Forespring
1985	Gold Rush	Colorado	Regan Smolkovich
1984	Lac Vieux Rally	Lake Superior	Greg Beukema

DIVISIONAL PRO Rally REGION OF THE YEAR

This award is established to promote the involvement of individual Regions and their members in the growth of the DPR Program. Each year the PRB will honor one Region which has conducted a balanced and successful PRO Rally Program. Initial recommendations will be made by the DPRS with further recommendations from the PRB, individual Regions, and the PRO Rally community. Programs will be judged on the basis of balance of events within the program, successful conduct of events, growth of program in terms of events, competitors and organizers, etc. The PRB will determine the recipient each year and make the award presentation at the National Convention. Nominations must be made in writing to the RSD 30 days at the end of the DPR season.

YEAR	REGION	REGIONAL EXECUTIVE
1995	TBD	
1992	Northwest	Bill McGillin
1990	Northwest	Bill McGillin
1989	Blue Mountain	David Sekella
1988	Lake Superior	Tom VanDamme
1987	Northwest	Wayne Erickson
1986	Northwest	Wayne Erickson

DIVISIONAL PRO Rally PROGRAM OF THE YEAR

This award is established to honor and recognize the efforts of DPRS, their event organizers, participating SCCA Regions, and PRO Rally participants. Each year the PRB will select the DPR Program which most closely meets the established goals for a well-balanced and successful program. Balance of number, type and quality of events—rallies, sprints, schools, training sessions, number of participating Regions, attraction of new PRO Rally participants, etc.—will determine the selection. The award presentation will be made at the SCCA National Convention.

YEAR	STEWARD	DIVISION
1996	TBD	
1995	Bruce Weinman	CENDIV
1994	John Forespring	NORPAC
1993	Paula & Mike Gibeault	SOPAC
1992	John Forespring	NORPAC
1991	Jim Kloosterman	SOPAC
1990	John Forespring	NORPAC
1989	Bob Lyle	NEDIV
1988	Kevin Mays	MIDDIV
1987	Lynnette Allison	SOPAC
1986	Lynnette Allison	SOPAC

NORTH AMERICAN RALLY CUP AWARDS (NARC)

OVERALL DRIVER

1996	Carl Merrill	Ogunquit, ME
1995	Frank Sprongl	Mississauga, Ontario
1994	Frank Sprongl	Mississauga, Ontario
1993	Carl Merrill	Ogunquit, ME
1992	Paul Choiniere	Shelburne, VT
1991	Bruno Kreibich	Ridgewood, NY
1990	Bruno Kreibich	Ridgewood, NY
1989	Paul Choiniere	Williston, VT
1988	Paul Choiniere	South Burlington, VT
1987	John Buffum	Colchester, VT
1986	John Buffum	Colchester, VT
1985	John Buffum	Colchester, VT
1984	John Buffum	Colchester, VT
1983	John Buffum	Colchester, VT
1982	Taisto Heinonen	Surrey, BC, Canada
1981	Taisto Heinonen	Surrey, BC, Canada
1980	John Buffum	Colchester, VT
1979	Taisto Heinonen	Langley, BC, Canada
1978	John Buffum	Colchester, VT
1977	John Buffum	Colchester, VT
1976	John Buffum	Colchester, VT

OVERALL CO-DRIVER

1996	John Bellefleur	Toronto, Ontario
1995	Jeff Becker	Great Neck, NY
1994	Jeff Becker	Great Neck, NY
1993	Jeff Becker	Great Neck, NY
1992	Jeff Becker	Great Neck, NY
1991	Jeff Becker	Great Neck, NY
1990	Jeff Becker	Great Neck, NY
1989	Joe Andreini	Grosse Pointe Pk, MI
1988	Clark Bond	Bay City, MI
1987	Tom Grimshaw	Overland Park, KS
1986	Tom Grimshaw	Overland Park, KS
1985	Tom Grimshaw	Overland Park, KS
1984	Tom Grimshaw	Overland Park, KS
1983	Doug Shepherd	Livonia, MI
1982	Doug Shepherd	Livonia, MI
1981	Tom Burgess	Burnaby, BC
1980	Doug Shepherd	Ann Arbor, MI
1979	Tom Burgess	Vancouver, BC
1978	Doug Shepherd	Ann Arbor, MI
1977	"Vicki"	Shelburne, VT
1976	John Bellefleur	Toronto, Ontario

OPEN DRIVER

1996	Carl Merrill	Ogunquit, ME
1995	Frank Sprongl	Mississauga, Ontario
1994	Frank Sprongl	Mississauga, Ontario
1993	Carl Merrill	Ogunquit, ME

OPEN CO-DRIVER

1996	Jeff Becker	Great Neck, NY
1995	John Bellefluer	Thornhill, Ontario
1994	Jeff Becker	Great Neck, NY
1993	James Wilson	New York

PRODUCTION DRIVER

1996	Peter Watt	Peterborough, Ont.
1995	Bob Elliott	Rutland, VT
1994	Walt Petersen	Olds Alberta, Canada
1993	Barry Latreille	Williamstown, Ontario
1992	Barry Latreille	Williamstown, Ontario
1991	Sylvain Vincent	Quebec, Canada
1990	C. Mark Molnar	Newark, OH
1989	Tim O'Neil	Whitefield, NH
1988	Dan Gilliland	Ann Arbor, MI
1987	Niall Leslie	Ontario, Canada
1986	Nelson Shepard	Williston, VT

PRODUCTION CO-DRIVER

1996	Dick Casey	Fairfax Station, VA
1995	Dick Casey	Fairfax Station, VA
1994	Harry Pressey	St. Thomas, Ontario
1993	Sandra Latreille	Williamstown, Ontario
1992	Sandra Latreille	Williamstown, Ontario
1991	Paul Turgeon	Quebec, Canada
1990	Yorgi Bittner	Plain City, OH
1989	Martin Headland	Calgary, Alberta,
1988	Betty-Ann Gilliland	Ann Arbor, MI
1987	Betty-Ann Gilliland	Ann Arbor, MI
1986	Diane Houseal	Lansdale, PA

NORTH AMERICAN RALLY CUP AWARDS (NARC), cont.

PRODUCTION GT DRIVER

1996	Selcuk Karamanoglu	Bath, ME
1995	Vincent Sylvain	
1994	Selcuk Karamanoglu	Bath, ME
1993	Tom McGeer	Ontario, Canada
1992	Not awarded	
1991	Jim Wilson	New York
1990	Alan Freed	Alexandria, VA
1989	Doug Shepherd	Plymouth, MI

PRODUCTION GT CO-DRIVER

1996	Jorgi Bittner	Plain City, OH
1995	C. Mantopoulos	Staten Island, NY
1994	John McArthur	Honeoye Falls, NY
1993	Trish Sparrow	Ontario, Canada
1992	Not awarded	
1991	James Wilson	New York
1990	Jim Kloosterman	Hartsville, SC
1989	Joe Andreini	Grosse Pointe Pk, MI

GROUP A DRIVER

1990	Class discontinued	
1989	Demetrious Andreou	Thornhill, Ontario
1988	Paul Choiniere	South Burlington, VT
1987	Jean Paul Perusse	Canada
1986	Walter Boyce	Ottawa, Ontario

GROUP A CO-DRIVER

1990	Class discontinued	
1989	Dave Gill	Scarborough, Ontario
1988	Martin Headland	Mississauga, Ontario
1987	Martin Headland	Canada
1986	Terry Epp	Stouffville, Ontario

LIFETIME POINTS (1970-1996)

The Life Standings are based on individual competitors' placing in the first ten overall finish positions (worth 20, 15, 12, 10, 8, 6, 4, 3, 2, and 1 point, respectively). All NPR events conducted through the end of 1996 and all eight SCCA sanctioned FIA-International "stand-alone" rallies held since 1970 are included in these calculations. Competitors (driver and co-driver) with 20 or more points are shown below. Lifetime points were previously compiled by Harry M. Handley (1933 - 1995), SCCA National Archivist, and will continue to be maintained by the RSD. **Note:** * indicates the number of Overall Championships that individual has won.

Questions or comments regarding the standings should be addressed directly to Paige Wagner, Rally/Solo Specialist, 9033 E. Easter Pl., Englewood, CO 80112, (303) 779-6622, fax (303) 694-3654, 76243,1467@compuserve.com.

DRIVER	
GRANDMASTER (400 or more points)	
John Buffum *11	1565
Rod Millen *3	1480
Paul Choiniere II *6	847
Bruno Kreibich	569
Jon Woodner(D)	538
Doug Shepherd(x)	479
MASTER (399-200)	
Chad DiMarco	399
Hendrick Blok	388
Guy Light	365
Scott Harvey	321
Gene Henderson*	320
Carl Merrill	315
John Smiskol	314
Eric Jones	284
John Woolf	248
Henry Joy	225
Jim Walker	217
Jeff Zwart	211
Steve Nowicki	207

EXPERT (199-100)	
Larry Schmidt	187
John Chalmers	180
Tim O'Neil	177
Taisto Heinonen	172
Clive Smith	157
Wayne Baldwin	156
John Rodgers	153
Cal Landau	145
Selcuk Karamanoglu	136
Jean-Paul Perusse	131
Bob Hourihan	117
Richey Watanabe	110
Alex Liversidge	109
Jon Davis	108
Dick Turner	104
Niall Leslie	102
SENIOR (99-50)	
Tom Ottey	98
Walter Boyce	95
Tom Tolles	91
Mark Hardymon	89
Dan Goodwin	88
Bill Holmes	86

Frank Sprongl	85
Mike Gibeault	82
Roy Donison	80
Ralph Brooks	79
Peter Moodie	78
Steve Millen	77
Vincente Frontinan	77
Dick Corley	75
John Crawford	75
Brian Rebney	74
Henry Krolikowski	72
Erik Zenz	69
George Beavis	67
Erhard Dahm	65
Gary Eaton	65
Steve Roberts	65
Alan Carter	63
Guenter Kern	63
Noel Lawler	62
Hannu Mikkola	60
Steve Parker	59
Dan Gilliland	56
Gary Ruiz	53
Arthur Ragazzi	51
Sam Bryan	51

ADVANCED (49-20)

Sven Halle	50
Don Jankowski	49
Bob Chandler	47
Markku Alen	47
Ron Hayslett	47
Dan Holt	46
Lon Peterson	45
Garry Henderson	43
Steve Gingras	42
Goran Ostlund	41
Gordon Lansdell	41
Richard Kelsey	41
Dave Lapham	40
Ray Hocker	40
Ola Stromberg	39
Paul Greven	39
Todd Bawden	38
Greg Lund	37
Leonard Jensen	37
Peter Cunningham	37
Scott Child	37
Tony Takaori	37
Juha Kankkunen	35
Miki Biasion	35
Randy Black	34
John Davis	33
Mike Purzycki	33
Richard Swenson	33
W.G. Giles	33
Bill Moore	32
Cam Warren	32
Bo Skowronnek	31
Jim Olinger	31
Mike Hurst	31
Carl Jardevall	30
Dan Coughnour	30
Ralph Kosmides	30
Roger Hull	30
Rui Brasil	30
Dick Zwitzer	29
Pat Ayer	28
Al Schmidt	26
Bob Laton	26
Gary Gooch	26
Gene Albright	26
Jan Jolles	25
Ron Richardson	25
Bill Dodd	24
Sobieslaw Zasada	24
Colin Whittingham	23
Janice Damitio	23
Mike Whitman	23
Dale Kraushaar	22
Bruce Newey	21
Dan Thiel	21
John Witt	21
Bill Brooks	20
Dan Sabourin	20
Jean-Luc Therier	20
Jean-Paul Luc	20
Marek Baranski	20
Sarel Van Der Merwe	20
Stig Blomqvist	20
Yann Cadoret	20

CO-DRIVER

GRANDMASTER (400 or more)

Doug Shepherd *4	837
Jeff Becker *5	666
Tom Grimshaw *3	664
Dale Kraushaa *2	653
Erick Hauge *2	547
Harry Ward *1	544
Ginny Reese	468
Joe Andreini	404

MASTER (399-200)

John Bellefleur	348
Tony Sircombe *1	345
Jim Brandt	318
Clark Bond	309
Martin Headland	302
Grant Whittaker	248
Ken Pogue *1	245
Scott Weinheimer	234
Walt Krafft	209
Vicki Upjohn *2	207

EXPERT (199-100)

Wayne Zitkus *1	188
Brian Maxwell	162
Jon Wickens	162
Roger Sieling	162
Tom Burgess	160
Linda Wilcox	150
John Buffum	149
Cal Coatsworth *1	138
Eric Marcus	138
Tom Drake	136
Bill Potvin	125
Pete Gladysz	118
Howard Watanabe	110
Mark Howard * 1	107
Rod Hendrickson	103
Neil Wilson	102
Yorgi Bittner	102
David Stone	101

SENIOR (99-50)

Chris Griffin	99
Damon Trimble	98
Mike Fennell	98
Pam McGarvey	95
Terry Palmer	94
Carol Smiskol	91
Dan Sprongl	88
Jim Kloosterman	87
Randy Graves	86
Brian Berg	85

Debbie Baldwin	85
Ty Holmquist	84
Rod Sorenson	81
Cindy Krolikowski	80
Erik Brooks	79
Lance Smith	79
Steve Ruiz	79
Janie Rodgers	78
Craig Marr	77
Charles Bradley	75
Ron Richardson	74
Frank Arruda	73
Mike Chern	73
Dick Messal	60
Jean Rizor	60
Lynnette Allison	57
Betty-Ann Gilliland	56
Dan Johnston	56
Dave Weiman	56
David White	56
Mike Parris	55
Carolyn Eaton	54
Don Gibson	54
Fred Gallagher	54
Joe Lebeau	53
Bill Gutzman	52
John McArthur	52
Albert Ragazzi	51
Jean Lindamood	51
Jerry Hinkle	50

ADVANCED (49-20)

Larry Dea	49
Ken Cassidy	48
George Bittner	47
Tom King	47
Cam Warren	46
Bill Westall	45
Jim Rogers	45
Mike Van Loo	45
John Grimshaw	44
Raymond Cadieux	44
Dave Orrick	43
Randy Hensley	43
Bill Westrick	42
Don Jekal	42
Louis Belanger	42
Roger Blain	41
Steve Baker	41
Jim Roller	39
Karen Landua	38
Scott Hughes	38
Tom Bell	37
Rob Walden	36
Juha Piironen	35
Ralph Beckman	35
Tiziano Siviero	35
Bob Pierce	34
Dave Poston	33
Karen Davis	33
Ken Middleton	33
Rich Stuetzel	33
Terry Arnold	33
Carlos Tavares	32
Ilkka Kivimaki	32
Lynn Nixon	32
Andy Feldman	31
Brian Fox	31
Doug Nerber	31
Joe Noyes	31
Lynne Lund	31
Rob Bohn	31
Jack Sreenam	30
Malcolm Smith	30
Phyllis Chandler	30
Ray Hocker	30
Susan Ferrettir	30
Sven Bergvall	30
Doug Foster	29
Dick Bartelt	28
Franco Soldati	28
John Campbell	28
Larry Schmidt	27
Steve Stevenson	27
Tom Wreesman	27
Doug Woods	26
Judi Gooch	26
Ken Adams	26
John Ramsey	25
Ray Thompson	25
Steve Laverty	25
Trish Sparrow	24
Steve Feuerhelm	23
Steve Nowicki	23
Bill Gilley	22
Gene Kaczmarek	22
Rob Cherry	22
Amity Trowbridge	21
Bob "Buzz" Davis	21
Brian Paul	21
Antoine Jaquot	20
Arnie Hertz	20
Bill Banger	20
Christian del Ferrier	20
Fabrizia Pons	20
Franz Boshoff	20
Frederic Le Chanu	20

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ACRONYMS / ABBREVIATIONS

ACCUS	Automobile Competition Committee for the U.S.
ATC	Arrival time control
DOT	Department of Transportation
DPR	Divisional PRO Rally
DPRS	Divisional PRO Rally Steward
DPRSM	Divisional PRO Rally Series Manager
DNF	Did Not Finish
MTC	Main time control
NPR	National PRO Rally
NPRSS	National PRO Rally Series Steward
O2	Over 2.4 litres (Divisional classification)
O4	4WD Open (Divisional classification)
OEM	Original Equipment Manufacturer
RFOs	Rules for Organizers (may be National and/or Divisional)
RSD	Rally/Solo Department
SAE	Society of Automotive Engineers
SuperD	Super Divisional PRO Rally Series
U2	Under 2.4 litres (Divisional classification)

GLOSSARY

Co-Driver Also known as the navigator, he/she instructs the driver on the upcoming route. The co-driver communicates to the driver which direction the road takes by looking at the event route book.

Group 2 Two-wheel drive cars with normally aspirated, small displacement engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 2400cc.

Group 5 Two-wheel drive cars with normally aspirated, turbo or supercharged engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 5100cc.

Parc Expose Prior to the start of a PRO Rally, competitors are required to display their cars at a specific location for public viewing.

Parc Ferme During this period of time, an area is secured and only rally officials are allowed to enter. Drivers will be allowed to enter the Parc Ferme ten minutes before their start time. No operation, checking, tuning, or repair is allowed in a Parc Ferme and vehicles must leave under their own power.

Production Streel-licensed vehicles offered for sale in the United States. Adjusted engine displacement is limited to 2650cc.

Production GT Streel-licensed vehicles offered for sale in the United States. Adjusted engine displacement over 2650cc.

Quiet Zones Portions of the route with the following requirements: maximum speed 5mph below the legal speed limit, low beams only, minimum noise. Competitors who do not adhere to the rules are penalized.

Route Book Instructions and a map of the PRO Rally stages. Competitors follow the course by following the route book. Competitors are not allowed to practice stages.

Scrutineering Every PRO Rally competition vehicle must successfully pass scrutineering (technical inspection).

Special Stage Competition section where the road is closed and competitors run flat-out at one to two minute intervals.

Timing Control "Marshals" are stationed at starts and finishes of special stages and on transit sections. Each team's time is recorded on official time cards by the marshals.

Transit Section Non-competition sections which allow competitors to move from one special stage to another. All posted and non-posted rules of the road must be adhered to. Competitors have a certain amount of time to complete transits.

Pilot

MICHELIN

ENGINEERED TO EXTREMES

WEST COAST:
Sube Sports / Chad DiMarco
714.847.1501 / Fax 714.848.0561

EAST COAST:
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